

# KEN MILES KICKED OUT AGAIN BY SCCA!

See Page 1

# MOTOR RACING

Vol. 2-No. 17

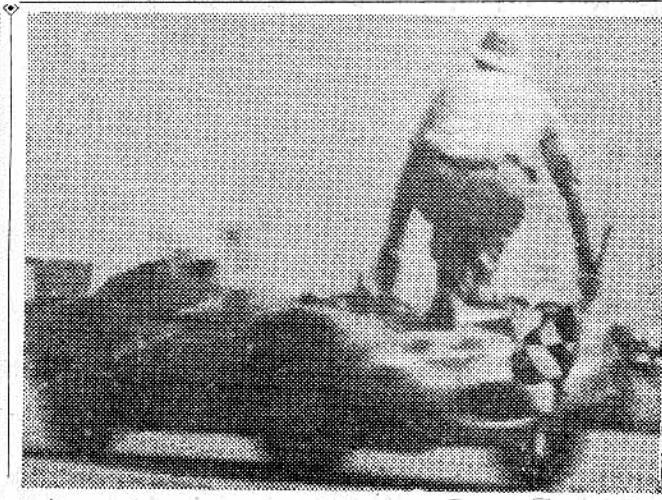
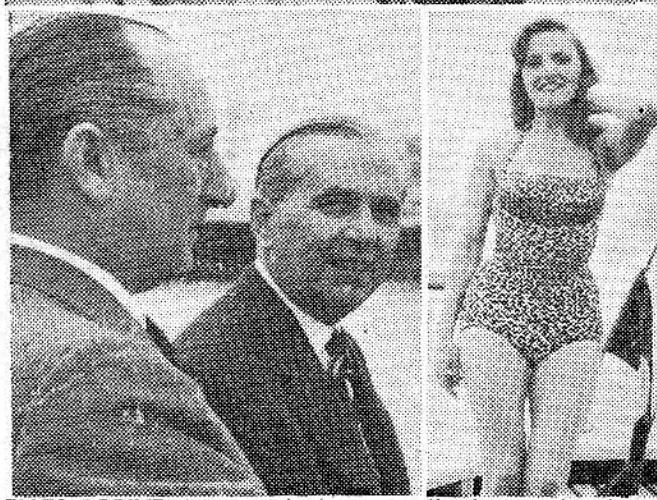
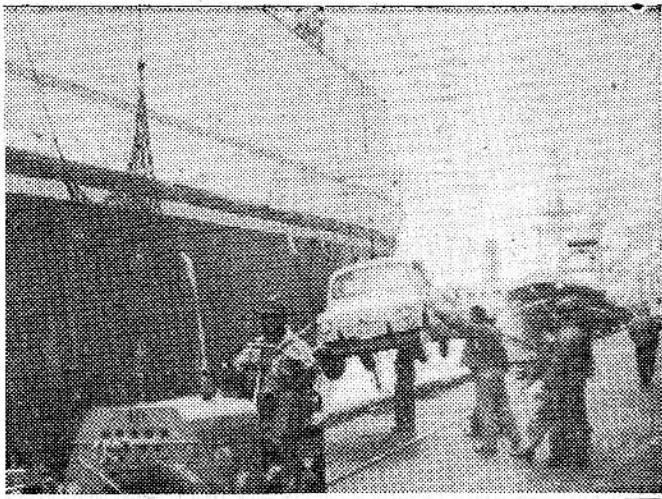
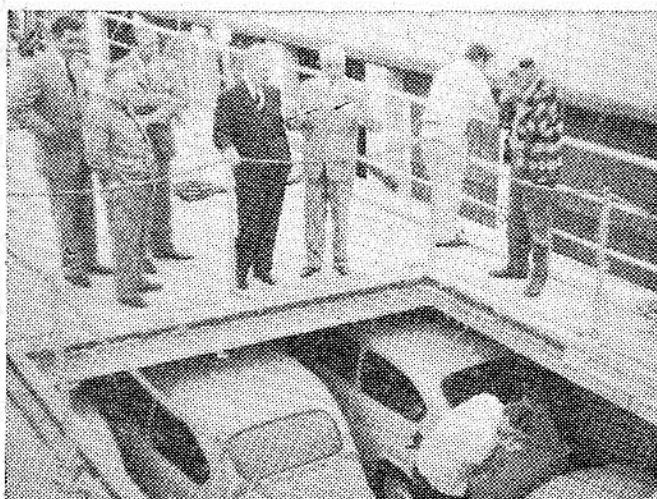
(Published Bi-weekly)  
except last issue of calendar year

Los Angeles, Calif.

15c

©

June 14-21, 1957



**FIATS ARRIVE**—Last week the specially-designed Italian ship Italterra arrived in Los Angeles Harbor with a cargo of 1000 Fiat 600 and 1100 models. Upper left: Fiat officials and members of Italian Consulate get first glimpse of cars in hold as ship docked. Upper right: First Fiat, a 600, is unloaded on the West Coast. Lower left: Max Hoffman, left, U.S. distributor, and Dr. Franco Prosio, director of the Italian car manufacturer, aboard press boat which took newsmen out to meet the

Italterra. Lower center: Attracting as much attention was Eileen Anderson, 22, Miss Port of Los Angeles, representing the Board of Harbor Commissioners, who was aboard press boat. Lower right: Looks as though Starter Jerry Austin is atop Bill Krause's D-Jaguar, but actually he's high up in the air, giving it the checkered flag in Triple-R pro road races at Bakersfield. Winner was Bill Cantrell in Offy Spl. (All photos by Vignolle & Powell, except lower right, which is by Woods & Landon.)

# VON NEUMANN TAKES SALT LAKE RACE

See Page 1

# MOTOR RACING

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**SAM HANKS**, of Pacific Palisades, Calif., shows Actress Susan Scott radically-designed engine of the revolutionary Belond Exhaust Special which he drove to victory at Indianapolis Memorial Day. Designed by George Salih, of Whittier, the engine lies almost flat on its side, a mere 18 degree angle off horizontal. Hanks set record by averaging 135.601 m.p.h.

## Hanks' Win Well-Deserved

By MAURY POWELL

"It couldn't have happened to a nicer guy."

Trite, perhaps, but nonetheless true insofar as an evaluation of the winner of the 1957 running of the 500-mile Indianapolis classic—Slim Sam Hanks.

The Pacific Palisades, Calif., veteran made his 12th appearance at the famed "brickyard" a winning one, and a mighty popular one. In fact, Sam's entire crew are men who are highly regarded in the speed world—not only for their know-how but because they're "good Joes."

Sam, whose speed career began in Los Angeles midget auto racing, broke a helmet full of records in piloting the Belond Exhaust Special to a narrow tri-

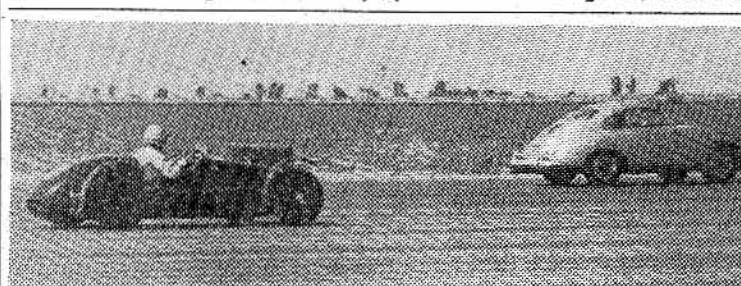
umph over Jim Rathmann, Miami, Fla., in the Chiropractic Special owned by Lindsay Hopkins of the same city.

Hanks' winning average speed was 135.601 mph. Rathmann's 135.420.

### A CLOSE ONE

It was a tight one all right. Rathmann reported that something snapped in his mount's chassis and that it was difficult to handle from about the 250-mile point on.

But Hanks drove a cool, heady race—as he's done from the very start of his career. Sam just doesn't panic. His car was a (Continued on Page 2, Cols. 1-2)



**BILL CANTRELL**, in Whitey Thuesen's Offie Special, about to pass Bill Edwards' Porsche Coupe at Triple-R pro races in Bakersfield. Cantrell was declared winner of main event after withdrawal of Bill Krause in D-Jaguar.

## Cantrell Pro Race Victor As Krause in Withdrawal

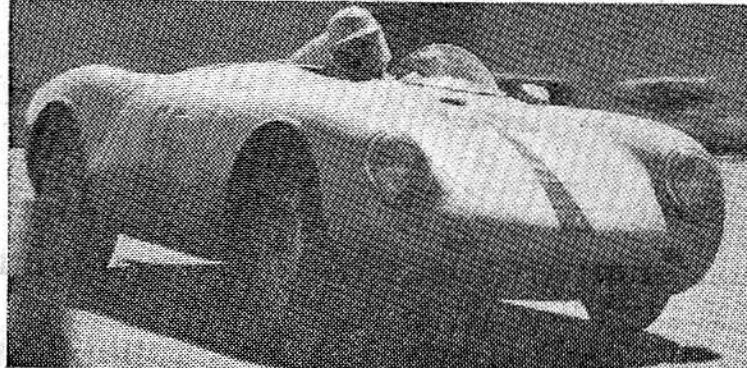
By GUS V. VIGNOLLE

(MOTORACING Staff Correspondent)

BAKERSFIELD, Calif., June 2—It was hotter than hades up here at Minter Field, but the Triple-R pro road racing boys and gals staged some fine races, had a lot of fun and returned to Los Angeles with nary a casualty of any kind.

Only untoward event of the two-day meet was Bill Krause's voluntary withdrawal after he won the 27-lap main event with a D-Jaguar that ran on 5 cylinders.

This gave the race, originally scheduled for 30 laps over this 2-3-mile tortilla course, to Bill Cantrell, piloting Whitey Thuesen's Offie Special. (Continued on Page 11, Cols. 4-5)



**FLEET PORSCHE**—Sammy Weiss, Sacramento, booms his Spyder to victory in under-1500 cc event at SCCA Santa Rosa races last May 26. He also placed 2nd behind Shelby in big-bore, big-bore.

—Don Meacham Photography

## Von Neumann, Weiss Triumph At Salt Lake; Hughes Thrills

By TOM WILSON

MOTORACING Staff Correspondent  
SALT LAKE CITY, June 2—In a beautiful mountain setting and with warm clear weather, Johnny von Neumann and Sam Weiss resumed their winning ways when they took the feature races with ease here before a good crowd of 6,000. The weekend of racing was featured with many close, exciting races and no crashes or injuries.

Von Neumann was beaten to the first turn by John Barneson's Hagemann Special but by the time they had reached turn 4 the world was his oyster and he was never headed again. Barneson was breaking in a new Chrysler 300C engine and was soon shuffled back to the 4th by Sam Weiss and the amazing Jimmy Hughes, in the Jim McCandless Lotus Mark II. Weiss tailed John's 2.5 Testa Rossa, but his Porsche did not carry enough horses and von Neumann soon lengthened on the

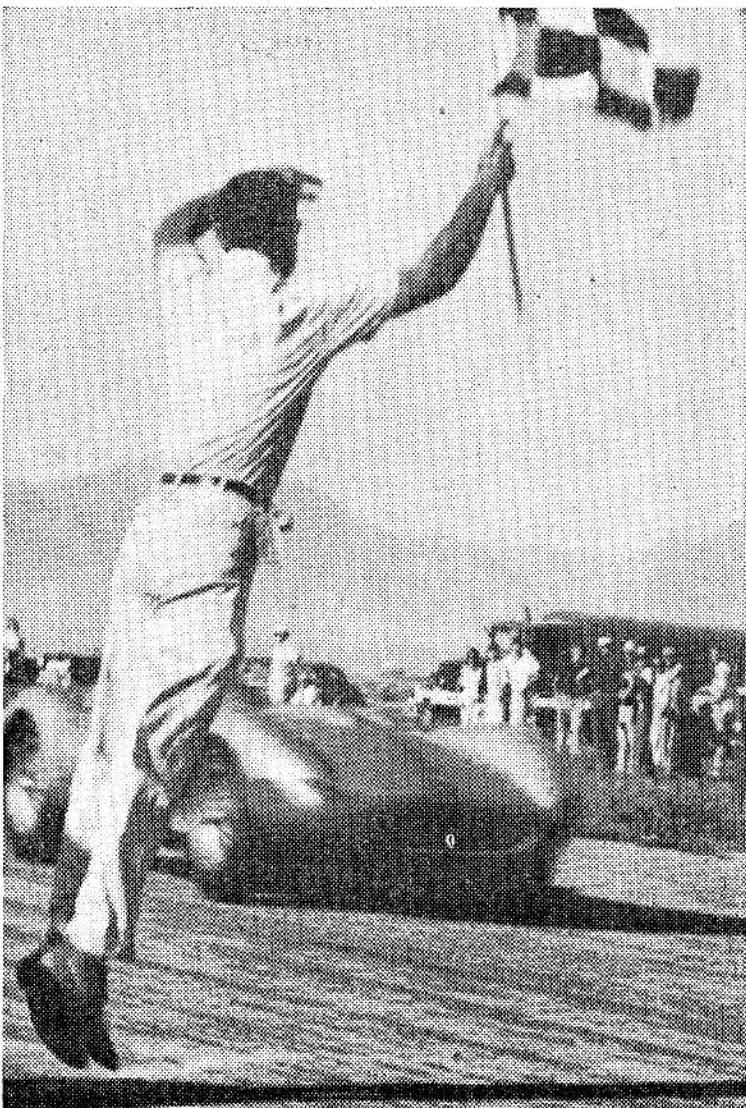
## Races Slated at Paramount

A top sports car racing field shapes up for the fourth running of the Paramount Ranch Sports Car Road Races Saturday and Sunday, June 15-16.

Action starts at 12 noon at the West San Fernando Valley layout. Races are staged by the CSCC.

field and took the checkered flag 31 seconds in front of Barneson. He averaged 67.55mph for the 30 laps.

As the race progressed, Barneson gained confidence in his new mill and took out after the two midgets in front of him. On the 20th lap he had caught Weiss and had set a lap record of 1:57.8, or 70mph. The 2.3-mile, 10-turn course was designed for the smaller cars, but Barneson was flying when he realized that for once his mill would not come unglued. Weiss entered the big-bore main event by virtue of his easy victory in the under 1500cc 40-lapper, averaging 63.21mph. Sam was racing under a great handicap, since he had suffered from the All-American bellyache (Continued on Page 10, Cols. 1-2)



**HOME FIRST**—John von Neumann, of Hollywood, takes first place in the over-1500 cc main event with his 2.5-liter Ferrari Testa Rossa at second annual SCCA Salt Lake road races, which were held June 1-2.

## SCCA Again Bans Miles

For the third time the Sports Car Club of America has banned controversial Ken Miles from competing in their races. The last was at Salt Lake City, June 1-2.

This time the order came from National Stacey Clark-huff, Nat'l Area Coordinator, told Salt Lake officers Miles all SCCA drivers competing in the races would have their licenses picked up.

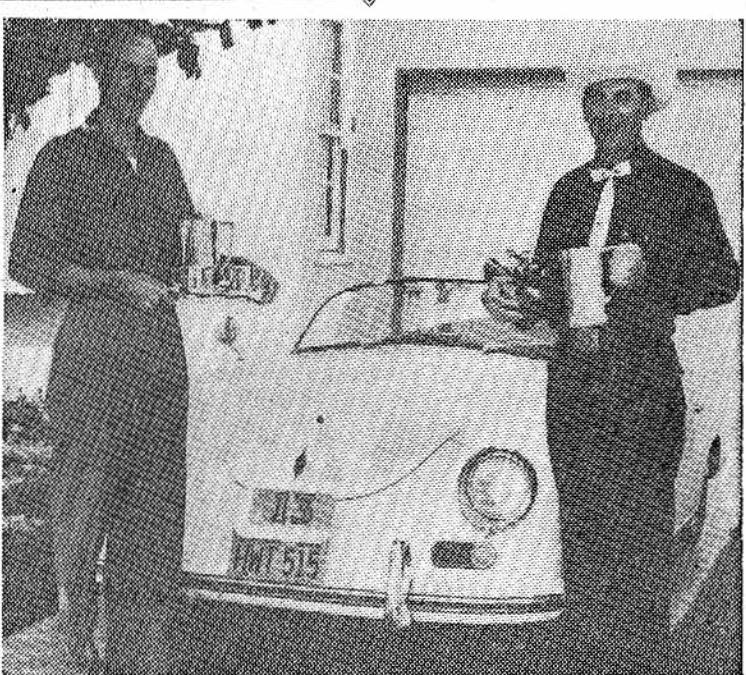
Miles previously had been banned at a Palm Springs race, and earlier this year at Stockton. He has been a militant enemy of the SCCA, which considers him detrimental to the organization. (See Tom Wilson's column on Page 7 for details.)

## Glassett-Morrow Rallye Victors

Walt Glassett and Navigator Don Morrow, of the Porsche Owners' Club and the Lockheed Sports Car Club, won the Long Beach MG Club's Championship Great Western Rallye to Carmel, May 24-27, in a Porsche Speedster.

Four of the first seven cars were Porsches and a Porsche Speedster, driven by Walt Harper, Long Beach MG Club, won the gymkhana at Carmel.

In second spot in a Porsche coupe was Frank Fleming with Navigator Nick Marechal, Douglas Sports Car Club. Bill Hedy, with Mo Hedy navigating, did an excellent job of driving to bring their 1950 Mercury sedan in third place, as many of the (Continued on Page 11, Cols. 1-2)



**ON TOP**—Winners of Long Beach MG Club's Championship Great Western Rallye to Carmel were Navigator Don Morrow, left, and Driver Walt Glassett, both of Porsche Owners' and Lockheed Sports Car clubs. They hold first place trophies donated by Union Oil in front of Porsche Speedster.



## Racing Pow-Wow

By Maury Powell

### HANKS' INDY VICTORY A MIGHTY POPULAR ONE

(Continued from Page 1)

brand-new job built and designed by George Salih (pronounced "Sally") of Whittier, a top man at the Meyer & Drake plant that builds the four-cylinder Offenhauser mills in Los Angeles.

Salih, an amiable chap, gained better weight distribution by placing the Offy almost on its side, only 18 degrees from horizontal, actually. Thus, the car's bonnet is a scant 21 inches high to the top of its hood, while the tail fin's highest point is 35 inches! It's 35 inches wide, 96 inches long and the ground clearance is only six inches.

The featherly speedster's weight is 1650 pounds empty and about 2300 with fuel and "The Thin Man's" six-foot, 160-pound frame.

Salih offered this design to many sponsors, owners and mechanics, but was spurned because they felt that getting oil to vital parts would be a problem. He finally convinced J. S. (Sandy) Belond of Culver City, Calif., that the radical racer was worth backing. The popular manufacturer's mufflers and exhaust systems are widely known in the speed game as well as to the general automotive trade. Belond, after several previous unsuccessful sponsorship tries, finally hit the jackpot.

**Salih and Hanks knew their chief chance of victory was in "running the others out of rubber," and planned their strategy accordingly. Undaunted by the flashy practice speeds recorded by Paul Russo in the famed Novi Special, Sam hooked up early with the Canoga Park, Calif., veteran, who led for the first 50 miles, averaging 139.749mph. Behind them came Pat O'Connor, Fred Agabashian, Tony Bettenhausen, Eddie Sachs, Jimmy Bryan, Andy Linden, Johnny Boyd and Johnny Thomson.**

#### Hanks Breezes Ahead of Russo

At the 70-mile point, Hanks breezed his mount ahead of Russo, and later said he knew he could "dust anything on the track" and felt victory was his "if the car stayed together" from there on.

Only Rathmann forged to the front at the 109th lap, or 263 miles, when Hanks made a quick pit stop for fuel and tires. However, the Miamian pitted after leading for 24 circuits and Hanks regained the lead and never ate anyone's exhaust from that point to the finish.

Russo's Novi seemed to slow up after 300 miles. He ultimately placed fourth behind Jimmy Bryan's Dean Van Lines Special. Andy Linden was fifth, Johnny Boyd sixth, Marshall Teague seventh, Pat O'Connor eighth, Bob Veith ninth and Gene Hartley 10th. All 10 broke the late Bill Vukovich's record average of 130.840mph posted in 1954.

*Hank's crew did fantastic work during his three halts, returning him to action after 47, 44 and 32 seconds, the last one doubles saving him engaging in a costly duel with Rathmann late in the race as the speedy work got him back onto the track without even yielding the lead!*

The Three S's—Sam, Salih and Sandy—got the biggest cut of a record prize pool of \$300,252, their slice being \$103,844. Sam reportedly gets 45% for his end. One of Salih's big hauls was \$1200 and a diamond-studded lapel pin from Wynn's Friction Proofing products as chief mechanic.

Rathmann earned \$38,494, and Bryan \$21,794.

Hanks, who broke into tears while rolling into Victory Lane, said he'd quit the 500-miler forever, and later announced withdrawal from the international "500" at Monza billed June 29. Also pulling out from Monza were Rathmann and Boyd.

#### Stock Car Races for Rest of Year

Hanks said his only racing commitments this year included USAC stock-car events for the Mercury team.

**Don Edmonds, Anaheim, Calif., was voted "Rookie of the Year" after the race. The United Racing Association midget auto graduate placed 19th.**

The race was free of serious mishaps. Jimmy Daywalt, Indianapolis, spun on the 54th lap and hit the northwest corner wall but walked away o.k. Al Keller, Greenacres, Fla., hit the wall after spinning on the southwest turn on the 76th circuit, also escaping unhurt. Two drivers were put out of action on the parade lap. Officials were trying a fancy new start wherein cars came out of the pits single file before assuming their traditional grid of 11 rows of three abreast.

*Elmer George, son-in-law of Speedway Owner Tony Hulman, miscalculated and bumped into the rear of a car driven by Eddie Russo, nephew of Paul. George's mount stalled and Russo's sustained a broken fuel line.*

Hulman later apologized for the "loused-up start" and said that the old-style start would be resumed next year.

#### Parsons Fell Into a "Ride"

Parson's, who was bumped from the race by a faster qualifier on the last qualifying day, fell into a "ride" by a freak circumstance. He substituted for Dick Rathmann in one of the two Sumar Specials owned by Chappie Root of Terre Haute, Ind., when Rathmann withdrew following injuries sustained two days before the classic after hoodlums threw stones at him from another vehicle while he was motoring in Indianapolis.

Parsons, who won the "500" in the Wynn's Friction Proofing Special in 1950, placed 16th. Ruttman, only other previous winner to start, went out on the 13th lap in the new Zink car with a broken rod.

All cars were equipped with Meyer & Drake Offies except the two Novis, which are supercharged V8 mills.

## FANGIO 1st IN MASERATI

LISBON, Portugal, June 9.—Masten Gregory, Kansas City. Chalking up his sixth major win of 1957, four-time World Champion Juan Manuel Fangio of Argentina won the 66th Grand Prix of Portugal here today before 50,000 fans at the Monsanto course.

Fangio, gunning a Maserati, finished 16 seconds ahead of

Masten Gregory, Kansas City. Winning time for the 330-kilometer grind was 1 hour, 8 min., 23 sec. Gregory's lap, cut in 2 min., 16.19 sec., was the fastest in the 55-lap scramble. They finished far ahead of all rivals.

Phil Hill, Santa Monica, Calif., only other American competing, was sidelined after 23 laps,

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Maury Powell.....Managing Editor  
Bill Remrah.....Advertising  
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## LETTERS

### to the Editor

#### CONCOURS PROTEST

As a spectator and follower of sports car events in Southern California, I attended the Concours d'Elegance held at Devonshire Downs, Sunday June 2nd, put on by the Cercle. After attending many such events I was surprised at the methods used here in judging cars.

In the Gran Turismo Coupe class a Mercedes-Benz 300SL won second place with a smashed-in front end, and a hood that could not even be raised to inspect the motor!

It was unfortunate that the owner was involved in an accident only three blocks from the Downs, but since when is sympathy used in judging a Concours? Or, was the Mercedes judged a winner because of his "club" affiliation? Thirdly, do movie stars rate more consideration than other entrants? One of whom was not around to open his trunk—yet awarded points—while a "nobody" was not around to unlock his hood and received no points on this inspection point.

Having read MOTORACING, and enjoyed it, for the past 15 months, I thank you will agree that this is not fair judging.

Geri Noethe,  
North Hollywood, Calif.

#### THEY LIKED COVERAGE

Thanks again for magnificent Porsche Owners Carrera to Ensenaada coverage.

The Thielmanns  
Los Angeles 64.

#### FAVORS PRO RACING

I am 27 years old and earn in the \$5000 a year bracket! I own and will drive a Chevrolet-powered Special with \$2800 and 2 years' labor invested. I am planning to run with Triple "R" Inc. rather than the (Amateur) Cal. Club. Why

If my car is successful enough to win or place in a race I will at least be able make back part of my investment. The Triple "R" purses are naturally made possible by paid admission. Where do the Cal. Club purses go? My car and all expenses involved in "Pro" racing will be income tax deductible. How can "Amateur Racing" beat this?

Robert Miller  
Monrovia, Calif.

#### FATHER'S DAY GIFT

MOTORACING is our little girls' Father's Day gift to Daddy. He looks forward to receiving it and I read it too. We are avid sports car racing fans and enjoyed watching Mr. Shelby drive at Santa Rosa.

My husband has raced twice and maybe if teachers get a few more raises we can afford to do it again.

Mrs. Laurald Stebbins  
Arcata, Calif.

#### ANOTHER HAPPY FAN

Please commence your bi-weekly MOTORACING in our direction. Enclose \$3 for yearly subscription. Excellent coverage by your depts. Enjoy all your articles featuring sports car events and photo highlights.

Wm. E. Gunderson  
Los Angeles.

#### MORE COVERAGE SOON

I certainly enjoy your fine reporting. How about more coverage of Louisiana, Texas and the Gulf Southwest.

Jim Beck  
Shreveport, La.

#### HOORAY FOR LAURING

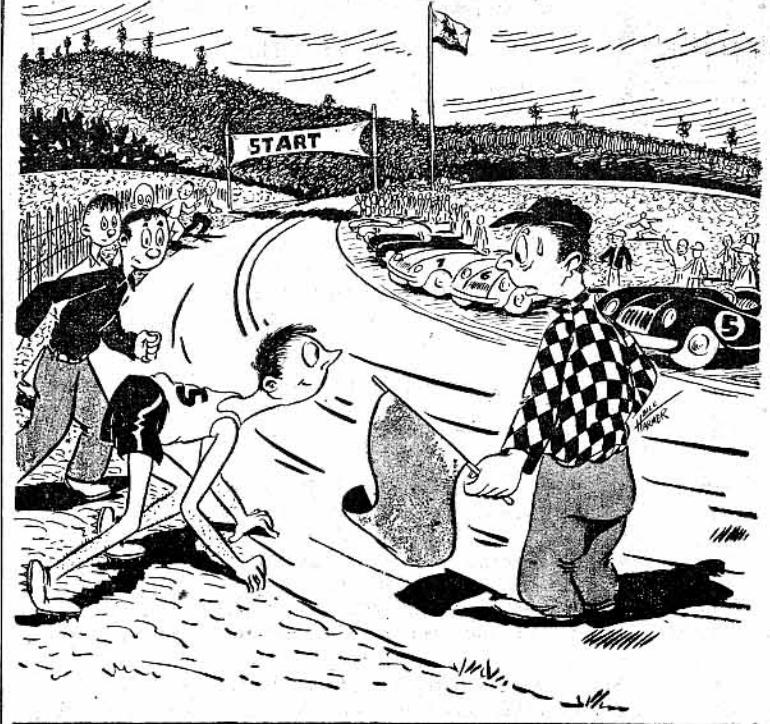
Three cheers and a tiger for Art Lauring! The need for amateur-type class divisions has existed ever since dry-lakes days. But why try to overturn that massive "amateur" raving group that apes the FIA? Mole ruit sua. Form the Group. Art—I'll join it, and race, too! Something I (and most of my acquaintances) wouldn't even consider under the ridiculous setup that pits MG against Porsche Spyder, or Osca against Fiat.

And incidentally, this might even help the money-bag type amateurs get more of us yokels to their events. Face it, we're a wee bit bored at paying \$2.50 to watch a herd of VW's putt around a course with 2-mile straights. Let's leave the big deals to the big boys, the little ones can take care of their own.

Joe Bruman  
Sherman Oaks, Calif.

## SPORTS CAR-TOON

★ By Bill Harmer



## Where Are Those European Pilots For Monza Race?

By HENRY N. MANNEY III  
(MOTORACING Staff Correspondent)

MONZA, Italy, June 12—Entries for the "500 Miles of Monza" close June 15, according to the Automobile Club d'Italia, sponsors of the June 29 event.

In the Gran Turismo Coupe class a Mercedes-Benz 300SL won second place with a smashed-in front end, and a hood that could not even be raised to inspect the motor!

It was unfortunate that the owner was involved in an accident only three blocks from the Downs, but since when is sympathy used in judging a Concours? Or, was the Mercedes judged a winner because of his "club" affiliation? Thirdly, do movie stars rate more consideration than other entrants? One of whom was not around to open his trunk—yet awarded points—while a "nobody" was not around to unlock his hood and received no points on this inspection point.

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Geri Noethe,  
North Hollywood, Calif.

**THIS WILL MARK THE FIRST IMPORTANT MEETING OF U.S. VS. EUROPEAN IRONS SINCE THE OLD VANDERBILT CUP DAYS. FOR A CHANGE, THE OFFIES (PLUS TWO V-8 NOVI SPECIALS) ARE CONCEDED A GOOD CHANCE OF SUCCESS AS THE RACE WILL BE RUN UNDER THE MOST SYMPATHETIC CONDITIONS POSSIBLE FOR OUR SPECIALIZED MACHINES.**

Instead of fighting it out on the road circuit, to the detriment of our comparatively unused brakes and gearboxes, the trial will be run on the highly-banked speed oval only.

The Italians are busy with their boring bars as the capacity limit is 4.2 liters unblown (about 250 cu. in.) or 2.8 blown. Current GP formula in Europe is 2.5 unblown.

Maserati appears to have the best chance with their 270 cu. in. V-8 that's already been tested in sports cars. Ferrari may go with an old 4.5 liter V-12, stroke a Lancia V-8 or use a big bore six.

Alfa Romeo likely will skip. Mercedes ditto Gordini may enter and possibly Bugatti but there is a question whether the latter is fast enough to survive qualifying.

British cars are a question mark. Vanwall's four-banger is about the fastest Formula 1 running right now, and Stirling Moss adds about 50hp to anything he pilots.

Who is going to win? The Offies—if their frames and suspensions hold up. Then, it's Maserati and Ferrari.

As for drivers—don't ask. Since their Union voiced boycott sentiments built around the "lack of safety" at Monza, I have yet to hear of an official entry from over here.

## Official Placings in '500' Classic

INDIANAPOLIS — Official final standings in Indianapolis Speedway 500-mile race, with speeds of the cars which completed the race and distance covered by others:

1—Sam Hanks, Pacific Palisades, Cal., Belond Exhaust Special, 135.601 miles an hour.

2—Jim Rathmann, Miami, Chiropractor Special, 135.382.

3—Jimmy Bryan, Phoenix, Ariz., Dean Van Lines Special, 134.246.

4—Paul Russo, Canoga Park, Cal., Novi Special, 133.818.

5—Andy Linden, Indianapolis, McNaught Special, 133.645.

6—Johnny Boyd, Fresno, Cal., Bowes Seal Fast Special, 132.846.

7—Marshall Teague, Daytona Beach, Fla., Sunmar Special, 132.745.

8—Pat O'Connor, North Vernon, Ind., Sunmar Special, 132.281.

9—Bob Veith, Oakland, Cal., Bob Estes Special, 131.855.

10—Gene Hartley, Indianapolis, Masaglia Hotels Special, 131.345.

11—Jack Turner, Seattle, Bardahl Special, 130.906.

12—Johnny Thomson, Boyertown, Pa., D-A Lubricant Special, 129.871.

The following cars were still running at the finish but did not complete the 500 miles:

13—Bob Christie, Grants Pass, Or., Jones & Maley Special, 197 laps, 492.5 miles.

14—Chuck Weyant, Springfield, Ill., Central Excavating Special, 196 laps, 490 miles.

15—Tony Bettenhausen, Tinley Park, Ill., Novi Special, 195 laps, 487.5 miles.

16—Johnnie Parsons, Los Angeles, Sunmar Special, 195 laps, 487.5 miles.

17—Don Freeland, Los Angeles, Antist-Rotary Special, 192 laps, 480 miles.

The following cars were forced out before the finish:

18—Jimmy Reece, Indianapolis, Hoyt Machine Special, mechanical trouble, 182 laps, 455 miles.

19—Don Edmonds, Anaheim, Cal., Mackay Special, spun into infield, 170 laps, 425 miles.

20—Johnny Tolan, Norwalk, Cal., Greenman-Casale Special, clutch trouble, 138 laps, 345 miles.



## Vignettes

By Gus V. Vignolle

### CAL CLUB MUSCLES IN ON NORTHERN CALIF. TERRITORY

**T**HE POWER-THIRSTY Cal Club, determined to scuttle the SCCA at all costs, especially since its president, Ken Miles, has again been banned by the National group, now stretches its tentacles in a flagrant attempt to invade the Northern California Region.

Let's start at the beginning. Miles has been *persona non grata* with the SCCA for some time. This is justified because the hawk-nosed Limey has been giving the SCCA the shaft for a long, long time.

It goes without saying, of course, that the Westport Pharaohs, the National SCCA bigwigs, are a pack of aimless, babbling hooligans who neither know their clavicle from their elbow nor which way is up.

Seriously, it's that bad, and all you have to do is read Tom Wilson's column on page 7 regarding the Miles ouster to understand this. The Westport Pharaohs, however, apparently have opened one eye by sending a guy to the Salt Lake races who pitched Miles out on his derriere. It APPEARS—you can never be sure about the SCCA—that Miles will now be barred from ALL SCCA races. This shows that there is a vestige of hope for the SCCA.

Now, the San Francisco Region of SCCA had been working with the Army and other agencies for the building of a course called Laguna Seco near Fort Ord to supplant defunct Pebble Beach. The first race there is planned for Nov. 9-10. The Army specified its deal was with SCCA.

But the Cal Club heard that maybe the deal wouldn't go through—and here was a chance to muscle into someone else's territory and at the same time give the SCCA the shiv. You know, pat 'em on the back to find the soft spot for the knife.

#### Dear Ol' CSCC Wants to Be Considered

So Miles wrote to Lou Gold of the Monterey Chamber of Commerce, which was also working on the project, and asked that the CSCC be considered because it had the top drivers, etc., etc.

Mind you, whatever trouble may have been brewing among the SCCA up north had brought no repercussions, official or otherwise, as far as Fort Ord was concerned.

So last Friday night Miles and Ray Frug, CSCC treasurer whose accounting firm is paid by the club to handle its numbers work, hied up to San Francisco for a meeting with the northern SCCAers who also are members of the Cal Club. There were about 25 members and 15 or so guests and prospective CSCC members.

Miles, just as sweet as pie, told the gang that he felt the CSCC had been neglecting its northern members, that there was a vacancy on the Board of Pharaohs and wouldn't it be just lovely for the CSCC to consider filling that spot with some guy from the north (Ed Gaspar or Jean Kunstle maybe?).

It was obvious now the CSCC's intent was to compete with the SCCA for courses and races up north as well as down south.

Summed up, this soft poop got the cold shoulder. But Miles persisted. He said his club had m-o-n-e-y, that it was nonprofit (ha!), that it did not have to deal with sponsors and that it was in a position to return a PERCENTAGE (get that) of the proceeds to charity.

Someone asked how much the Cal Club had. Frug got up. He said simply: "In excess of \$15,000."

So far, Waldo, not a word about the Fort Ord race. Miles was shadow-boxing very nimbly, thank you, pirouetting ever so neatly.

Finally, Josh Hogue, the sports car racing editor of the San Francisco Chronicle, tired of Miles muttering patois, got up and said: "So far you've been talking about generalities, but how about being specific, mister? What are you talking about?"

#### He Said There Was Nothing Specific

Miles mumbled that there was nothing specific. "We just want to discuss this with you," he croaked, throwing Hogue on the defensive. "We don't want to be involved in anything controversial."

Another pip: Someone asked about the status of Jean Kunstle with the Cal Club. Kunstle has been thrown out by National SCCA for one year for accepting \$1500 at Sebring.

Miles said the Cal Club was not going along with the SCCA on the ouster because Sebring was an International event. In other words, Kunstle, with whom we have no beef, is eligible for all CSCC "amateur" races (he has competed in one, Santa Barbara, since he got the heave).

This is a direct affront to the SCCA. Now hang on to your seat Bolivar. Just a couple of weeks ago Miles wrote to Howard de Villeroy of the Kern County Sports Car Club regarding the Triple-R (pro) races in Bakersfield. He wrote, in part: "Please be advised that, acting in AGREEMENT (the caps are ours) with the Sports Car Club of America, any person taking part in this event will be suspended from participation in events sponsored by the California Sports Car Club AND THE SPORTS CAR CLUB OF AMERICA (the caps are ours) for the period of one year."

Eight days later this highly-unpopular Miles character (he was not elected president of the CSCC by the members, but by the Board of Pharaohs) wrote to the CSCC membership, in part (on the same subject): "... both the California Sports Car Club and the Sports Car Club of America construed this event to be a professional event and that participation therein would lead to automatic suspension for a period of one year in BOTH California Sports Car Club and the SPORTS CAR CLUB OF AMERICA events (the caps are ours). The contents of the letter (the one to de Villeroy) was approved by the Regional Executive of the SPORTS CAR CLUB OF AMERICA (the caps are ours)."

#### The Cal Club Plays It Really Cute

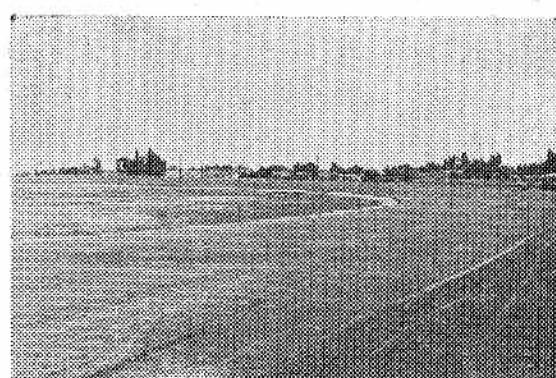
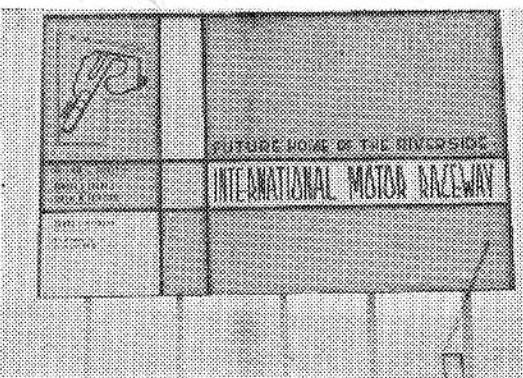
So the SCCA goes along with the Cal Club when and if the latter decides to kick somebody out on pro charges!

But when the SCCA gives Kunstle the boot on his own admission that he took the filthy lucre, the Cal Club, in effect, tells the banished one not to worry, for those oppressed and persecuted by the lousy SCCA can always find sanctuary within that rock-ribbed of all "amateur" strongholds—the California Sports Car Club.

Shucks, don't worry about a racing luck. To hell with the SCCA. You can race with us, kid!

Remember, too, that Miles co-drove with Kunstle, although he

(Continued on Page 7, Cols. 4-5)



Vignolle & Powell

**ALL PAVING** was completed last week at new Riverside International Raceway and first race is planned for August. Upper right-hand section of course on sign is not included in layout, which measures nearly 4 miles. At right is banked turn coming out of the main straightaway. Much work is still ahead, including access roads, miles of fencing, pits, etc.

## CALENDAR

JUNE  
15-16 — CSCC Sports Car Road Races, Paramount Ranch.  
22-23 — Le Mans 24-hour Race, France.  
22-23 — Chicago SCCA National Sports Car Road Races, Elkhart Lake, Wisc.  
29-30 — San Francisco SCCA Sports Car Road Races, Santa Clara.  
29-30 — SCCA Sports Car Races, Thompson, Conn.  
30 — Riverside Racing Ass'n Sprints or Midgets, De Anza Park, Riverside.  
30 — 500cc Club of America & Grand Prix Riders' Races, San Diego, Calif.

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## LODGE WINS INDIANAPOLIS

**Indianapolis, Indiana, May 30th, 1957. The revolutionary Belond Exhaust Special, owned by George Salih and driven by Sam Hanks, won with LODGE SPARK PLUGS in this year's record-breaking Indianapolis 500-Mile Race.**

LAST YEAR, Hanks placed second at Indianapolis and was the top finisher of nine of the nation's leading driver-mechanics teams who chose LODGE SPARK PLUGS for ultimate performance.

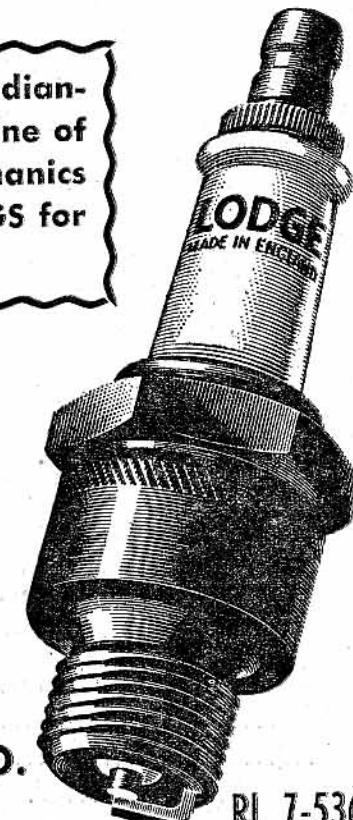
This victory completes a LODGE sweep of Le Mans, Sebring, and now Indianapolis during the past year.

**HANKS' NEW INDIANAPOLIS RACE RECORD 135.601 mph average speed was nearly 5 miles faster than the previous record.**

**LODGE**

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## • Up the Straights

By Jim Mourning

### SOME OF OUR DRIVERS AS AMATEUR AS FANGIO!

**S**INCE WORK on a non-automatic tome for Trend Books has kept us out of print a good percentage of the time of late, we find ourselves with a dirty cuff full of notes. So leave us sharpen our harpoons, freshen our nosegays and step to the pitcher's mound.

As constant reader(s) of this column might expect, our first concern is the current amateur-pro hassle. Our estimation of the mess can be summed up in one word—stupid. First the air is filled with missives that warn amateurs against competing at Bakersfield because the dirty old professionals are going to run there the following day. Then we hear that Jean Kunstle is bounced for taking home scratch from Sebring. At the same time, competition ranks are riddled with lads who remain simon-pure because they had the foresight to skip over the border to pick up their loot.

**AMATEURS? HA! HA!**  
How ridiculous can you get? We've never heard of a college that lets its athletes duck across the border to pick up a few tainted bucks during summer vacation or of any amateur athletic association that lets their lads play with the contaminated kiddies just because they go across the street to do it.

As far as that goes, some of the lads who dice locally are about as amateur as Fangio. We'll never forget the nationally known hot-shoe who answered our question about how he could afford amateur racing with a cynical "Don't be naive."

We think it's about time we stopped trying to kid each other and the public and started giving this matter some intelligent thought.

Turning to more pleasant

thoughts, we are well pleased to hear about the practice sessions at the Paramount track. Something of this sort has been needed for a long time. It gives the kiddies who've been around a bit of a chance to polish off the rough edges and offers the green hands an easy way to learn. Quite frankly, our nerves have never been the same since—on our first time out—the powers dropped us into a field of 45 cars and turned the pack loose. We could have used a few hours at a place like Paramount. As a matter of fact, we still can.

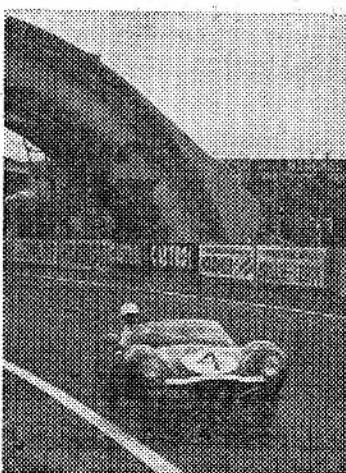
**And we're practically roseypink with joy over Sam Hanks winning at Indy.** Outside of ourselves, we can't think of anyone we'd rather see walk away with all that lovely loot. Now if he'll just coast along on the gravy train a little smoother than his recent predecessors, the picture will be complete.

#### BLARNEY FESTIVAL

Finally, we're happy to see that lean and lanky Rudy Cleye is coming up with another of his Sports Car Festivals at the Blarney Castle. Combine beautiful cars, good looking dolls, ample doz. martinis and fine food and what more could a good, clean living automotive enthusiast ask? Nothing!

And that's what we've got left to say.

**SEND MOTORACING SUBSCRIPTIONS AS GIFTS TO SERVICEMEN and VET HOSPITALS DO IT TODAY!**



**FLYING SCOTSMEN** — Victorious D-Jag tooled by Ninian Sanderson and Ron Flockhart team under the Dunlop bridge at Le Mans. This year's 24-hour classic will be run June 22-23.

### Detroit Pullout From Racing Expected

DETROIT, June 12.—The Board of Directors of the Automobile Manufacturers Association today unanimously recommended to member companies that they take no part in automobile racing or other competitive events involving tests of speed and that they refrain from suggesting speed in passenger car advertising or publicity.

The Board voiced the desire of automobile manufacturers to "encourage owners and drivers to evaluate passenger cars in terms of useful power and ability to afford safe, reliable and comfortable transportation, rather than in terms of capacity for speed."

All volume producers of passenger automobiles in the U.S. are represented in the Automobile Manufacturers Association. It is understood all companies have agreed to accept the AMA's proposals.

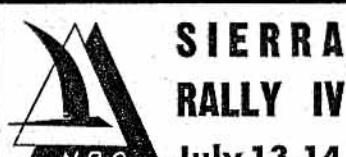
#### SIERRA RALLYE SLATED BY NORTHPROP JULY 13-14

With the announcement of the fourth Sierra Rallye scheduled for July 13-14, the Northrop SCC is resuming the running of one of the earliest competitive events on the Southern California Council of Sports Car Clubs open calendar. The first Sierra was run in June, 1952.

This year the Rallye is again appearing on the Council calendar, and for the first time as a Championship Rallye.

First car will start at 11:01 on Saturday, July 13, thus providing daylight conditions for the first portion of the 12-hour run. Early finishers will reach the Rallye terminus in the vicinity of Oxnard shortly after midnight.

The Council Rallye Code will be followed in all respects. However, some unusual navigational problems (not gimmicks) have been included in this event. Starting point is at the Northrop plant, between Crenshaw and Prairie Blvds., on Broadway, in Hawthorne. Victory banquet will be at the Pen & Quill restaurant in Manhattan Beach, at 7 p.m., on Sunday, July 14.



### SIERRA RALLY IV July 13-14

The Northrop Sports Car Club invites you to compete in a 12-hour run—designed to be enjoyed by novice as well as veteran—starting 11:00 A.M. Saturday, includes day and night rallying and a few new twists. An SCC SCC championship event.

FOR ENTRY PHONE FR. 4-5271 OR WRITE 3008 BAYVIEW DRIVE, MANHATTAN BEACH SPONSORED BY THE NORTHPROP RECREATION CLUB

### SHELBY CRASHES; THOMPSON 1ST

FORTH WORTH, June 2.—Miserable weather proved to be the most outstanding feature of the Texas Region National Sports Car Races. The weather was responsible for a multitude of accidents and some quite slow racing. Carroll Shelby missed his opportunity to gain more points toward the championship, bending John Edgar's Maserati on the first corner of the first lap.

Ruth Levy pranged Edgar's Porsche 550 on the same corner in race 2. Dick Thompson managed to bring the Corvette home to first place in the feature unscathed.

In the feature, seven cars collided in the first corner of the first lap, eliminating both Shelby and Paul O'Shea. The feature was a dismal affair, there being so much water on the track that many of the entries were scratched. Those who did enter were unable to play anything but a slow tune on the loud pedal. John Wolf and Bobby Doner drove their Spyders to 2nd and 3rd places, behind Doc Thompson.

From the standpoint of sheer excitement, the outstanding race proved to be number four. At this time the track was soggy but the rain had momentarily ceased. Frank Rand thrilled the spectators as he passed Doc Thompson in the middle of the first turn amidst flying spray and spinning tires. From this point on it was strictly a Corvette race. The experienced Thompson engaged the young Mr. Rand in a battle of nerves. Eventually, the old adage about experience being the best teacher proved true.

On the seventh lap, Rand spun, overcorrected and spun again, allowing the dazzling dentist from Washington, D.C. to take the lead. Thompson pressed on for the final three laps to leave Rand a sadder but wiser young driver with a second place trophy and his first national points. Somewhere in arrears of this battle Bob Oker and Dick McGuire were having their own contest, with McGuire's superior top speed eventually making the difference.

In race number two Paul O'Shea proved that the SL Rdstr

is a real tiger. Unfortunately, it was torn up in the feature. Heaven help Corvette if the latest Stuttgart Steamer becomes a production car. — MONTY ROBERTS.

Race 1—Prod. G and below, Sports H and below: 10 laps—1, Connolly, Jack; Bandini HS. 2, Wright, Gordon; Bandini HS. 3, Scroggie, Val; Alfa Romeo Veloce.

Race 2—Sports G and above: 10 laps—1, O'Shea, Paul; Mercedes 300SL Rdstr. 2, Roberts, Jim; Monza Ferrari. 3, Rose, Eb; Corvette SR2.

Race 3—Prod. F: 10 laps—1, Hughes, Bill; Porsche 1600ss. 2, Randle, Bill; Porsche 1600ss. 3, Washburn, Harry; MGA (Protested).

Race 4—Prod. B, C, D, E: 10 laps—1, Thompson, Dick; Corvette. 2, Rand, Frank; Corvette. 3, McGuire, Dick; A.C.-Bristol.

Race 5—Prod. G and below, Sports H and below: 15 laps—1, Scroggie, Val; Alfa Romeo Veloce. 2, Kelly, Erskine; Electron Mk. 2. 3, Wright, Gordon; Bandini.

Race 6—Prod. F—1, Randle, Bill; Porsche 1600ss. 2, Hughes, Bill; Porsche 1600ss. 3, Walsh, Ed; Porsche Carrera.

Race 7—Prod. D & E—1, McGuire, Dick; A.C.-Bristol. 2, Cloer, Herb; TR3. 3, Newcomer, Tom; TR3.

Race 8—Prod. B & C, Sports G & above—1, Thompson, Dick; Corvette. 2, Wolf, John; Porsche 550. 3, Donner, Bob; Porsche 550.

### Austin's Time Best In Speed Trials

POMONA, Calif., May 30—Road Race Training Association attracted 107 entries for its first Pomona Speed Trials and heat races, reported H. L. McGraw, president.

Awards were presented at the Cafe De Paris, 7038 Sunset Blvd., with Jerry Austin taking home the largest hunk of hardware for winning the 10-lap heat event in a D-Jag over Bob Oker's Morgan.

Top times—B stock: Tony Settember, Corvette, 1:32.5. C stock: Ces Critchlow, XK120M, 1:37.3. D stock: Pete Darley, Austin-Healey, 1:40. E stock: Gordon Crowder, AC-Bristol, 1:34.9. F stock: Bob Oker, MGA, 1:36.2. G stock: Tom Newitt, Alfa Spyder, 1:43.2. C mod.: Jerry Austin, D-Jaguar, 1:26. D mod.: Gil Bloemendaal, A-H 100S, 1:35.3. E mod.: William Muse, Frazer Nash LeMans, 1:33. F mod.: Frank Monise, MG Spl., 1:35.1. G mod.: Richard Lord, Lotus, 1:39.2. H mod.: Victor Verrichia, Crosley Spl., 1:50.6. Women over 1600cc: Mary Bishop, TR2, 1:49. Women under 1600cc: Joan Hirsh, Volvo, 1:46.2. Sedan over 1600cc: Jonathan Thompson, Citroen, 1:55.1. Sedans under 1600cc: Reg Wilson, Volvo, 1:51.7.

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## •Checkered Flag

By Art Lauring  
Los Angeles Times Columnist

### BOONDOGLING DETROIT GETS OFF SPEED KICK

ACCORDING TO wire service dispatches from Detroit, henceforth speed will be considered a dirty word in the lexicon of the hucksters promulgating Yankee-built automotive product.

This is the rumble handed down by the Automobile Manufacturers' Association. In other words, the Big Three and the lesser fabricators of Yankee road machinery will emphasize "safety," reliability and comfort.

Evidently the number of horses under a hood will be soft-pedaled. And for a factory representative, dealer or salesman to so much as mention torque, get-away or acceleration will be tantamount to carrying a party-card and waving the magenta banner at a GOP rally.

The dispatches go on to say that the manufacturers should not take part in or allow their dealers to take part in any event even SUGGESTING racing or speed.

This, to your chronicler, makes as much sense as did the old Volstead Act. In other words factories AND dealers will probably go "underground" with their racing activities.

#### SCREAM ABOUT SPEED

Evidently Detroit is sensitive about the constant yak of the National Safety Council and political, moral and social high-binders who scream about Speed and who point agitated, trembling fingers at the "horse-power" race and racing in general.

Of course it would be too much to expect the NSC and conferees to make a logical and sensible approach to safety. For example, the State licensing authorities could give more stringent physical and driving-skill tests to operators.

Detroit could admit that the brakes on the average family car plain stink; that with few exceptions steering is even worse and that thus far only one manufacturer has even tried to provide decent suspension. On the other hand Detroit could, if it had the intestinal fortitude, defend its horsepower implementation by pointing out that cars are fatter and heavier and have power-driven windows, six-way seats, steering, brake applicators, air-conditioning units and, for all this scribe knows, low-fi and hi-fi.

#### IT TAKES POWER

Well it takes power to run these gadgets and also propel a two-plus ton vehicle. Of the average 300 generated by a family car engine, barely 150 of these horses ever reach the traction wheels.

Sure a few cars can hit 110-plus mph. But very few drivers get there for the simple reason

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## THIS MG REALLY GOES

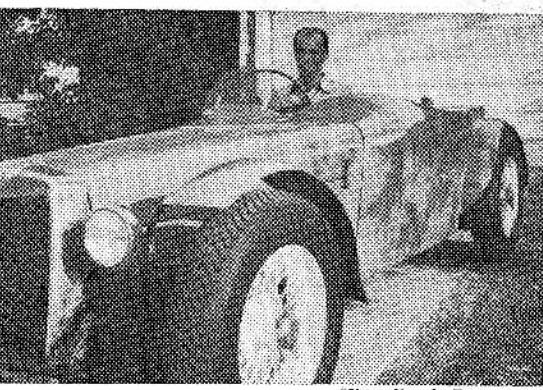
One of the real eye-openers at the recent CSCC Santa Barbara road races was the Saturday effort in the rain turned in by Harold (Bob) Erb, of La Habra, in his supercharged MG-TC.

His noteworthy achievement was placing third behind Eric Hauser (Balchowsky Buick Spl.) and Bob Drake (Aston Martin BD3S) in the big race.

It meant a class (E) victory for Erb—and he finished ahead of a D-Jag, Cad-Kurtis, three Ferrari Monza, Mercedes Buick, a 4.9 Ferrari (driven by Phil Hill), Buick Kurtis and other assorted cars.

Veteran road race followers do not recall such an outstanding race—it was a 10-lapper by an MG competing with the big-bores.

Erb, a mechanic and service manager for Continental Mo-



HAROLD (BOB) ERB AND HIS HOT MG-TC

tors in Whittier, has been racing since 1949. His first race with this car was in 1950 at the old Carroll Speedway and he was overall winner. He completed in 10 or 12 races a year, and the last one in the MG was at Hansen Dam, when he burned out some bearings.

Short coupled, the car was perfect for the course in the wet against the bigger cars with too much torque. The car, however, did not race Sunday, having thrown the belts off the blower. They were a special size and could not be found anywhere in Santa Barbara.

An E modified racer of 1466cc s/chg displacement, it has a completely new suspension, Studebaker rear end adapter, Alfin brakes, radius rods on the front axle and an engine competition block from the factory. The car weighs about 1400 pounds.

Erb also has raced big machinery, such as Ronnie Milosevich's D-Jaguar, when Pete Woods was under suspension.

He's racing at Paramount this weekend. Keep an eye on Erb and this hot supercharged MG-TC.

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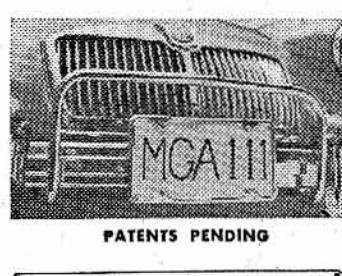
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## Salt Lake Race Charts

Second Annual Great Salt Lake Road Races. Salt Lake Airport No. 2, Midvale, Utah. Course—2.3 miles. Staged by Salt Lake Region of Sports Car Club of America and sponsored by The Guardsmen.

SATURDAY, JUNE 1

(Shakedown races to determine Sunday grid positions.)

Races 1 and 2—Novice drivers—all classes. 5 Laps. Time 11 min., 39.4 sec. Avg. speed 52.045.

FIN. POS.	NO.	CAR	DRIVER	CLASS	FINISH	BEHIND	SEC.
1	59	Monza Ferrari	Jim Conner	D	1		
2	66	Corvette	Steve Netolicky	B	1	:03	
3	25	Jag XK140	Bill Smith	C	1	:03.5	
4	16	Lotus	John Miller	G	1	:10	
5	98	Corvette	Bob Morrison	B	2	:33	
6	33	Porsche	Monte Hunsaker	F	1	:40	
7	9	Jag XK 140	Pete Greene	C	2	:40.5	
8	111	Corvette	Kent Duffin	B	3	:42	
9	13	Aus. Healey 100M	Bob Frahm	D	1	:51	
10	40	Aus. Healey 100	Dennis Shattuck	D	2	:59	
11	113	Porsche	Lorry Grube	F	2	:1:05	
12	18	Corvette	Robert Knapp	F	4	:1:05.5	
13	93	MG-A	Robert Holt	F	3	1:09	
14	69	Porsche	Boyd Groberg	F	4	1:32	
15	48	MG-TF	Art Cannon	G	1	1:46	
16	77	MG-A	Dr. O. W. Hardy	F	5	1:52	
17	21	MG-A	Ivan Hurst	F	6	2:03	
18	444	MG-TF	Clark Sanford	G	2	2:04	
19	28	Panhard	L. E. Colt	H	1	2:21	
20	34	TR-3	Frank Naden	E	3	2:26	
21	1	Simca	Dan Robinson	G	3	2:34	
22	19	MG-TD	Bruce Ririe	G	4	2:45	
23	36	DKW	Milt Wagstaff	DNF			
20	TR-3	Fred Demetrovick	DNF				
141	Mercedes 300SL	Deno Vichos	DNF				

Races 3 and 4—Senior drivers—all classes. 5 Laps. Time 10 min., 14.4 sec. Avg. speed 67.187.

1	11	Ferrari 2.5	J. Von Neumann	D	1		
2	44	Hagemann Sup. Spt.	John Barneson	B	1	:01	
3	55	Porsche Spyder	Sam Weiss	F	1	:09	
4	54	Aston Martin	Rod Carveth	D	2	:44	
5	14	Aston Martin-Chevy	Jack Graham	C	1	1:09	
6	208	Mercedes 300 SL	Ron Ellico	C	1	1:09.4	
7	63	Austin Healey 100 S	W. B. Pringle	D	1	1:14	
8	46	Lotus	Jim Hughes	G	1	1:20	
9	171	AC Bristol	Jim Orr	E	1	1:24	
10	4	Mercedes 300 SL	Dr. Robert Paul	C	2	1:33	
11	131	MG-A	Jim Parkinson	F	1	1:39	
12	170	Porsche Super	Edward Vincent	F	2	1:39.6	
13	8	Porsche Super	John Brophy	F	3	1:53	
14	7	Porsche Carrera	Dan Herman	F	4	1:54	
15	5	Porsche	Ralph Bowyer	F	5	2:01	
16	250	Porsche	Stan Schooley	F	6	2:16	
17	93	MG-A	Harry Banta	F	7	2:16.2	
18	160	MG-A	Bob Brigham	F	8	2:16.7	
19	165	Alfa Romeo	Ralph Ensign	G	1	2:27	
20	22	MG-TD	S. M. Decker	G	2	IL:24	
21	259	Renault	Ted Block	G-Sed.	1	IL:32	
22	28	Panhard	Jack Miller	H	1	IL:53	
23	58	Renault	Edward Parker	H	2	IL:18	
24	91	MG-TD	Robert McNeal	G	3	IL:49	
177	Cooper-Climax	Harry Banta					



San Francisco Newsletter

## • Dear Gus

By Tom Wilson

HERE WE GO AGAIN—  
ANOTHER BAN FOR MILES

**DEAR GUS:**

See Story on Page 1

Well, we are right back where we started—Ken Miles has again been banned by SCCA and his entry was refused at the Salt Lake races. Stacey Carkhuff, National Area Coordinator, notified the Salt Lake officials that any driver who raced with Miles would be suspended. The drivers, who raced at Salt Lake, were all hot for a go at it—to see if they could make the ruling stick, but local wheels acceded to the edict and Ken was notified.

In April, Len Pierotti, race chairman, wrote to Westport requesting a list of ineligible drivers, but to date has not received an answer. The same old silent treatment. Then Hughes, the National Secretary, points to The Red Book and quotes Section VI, Par. 8, laying down the law—the one that Eb Lunken chose to overlook at Palm Springs and Santa Rosa. Pierotti has never received one word from the Contest Board or the Activities Chairman. Hughes insists that the Miles case is just one of many that they intend to straighten out; there are several others who are verboten also. If Hughes is acting officially for Mr. Big, what has happened to the various committee chairmen?

**HERE'S THAT MAN AGAIN**

The Salt Lake Region developed themselves a slight case of internal friction and the Area Representative sent in such glowing reports of violations of the Red Book, that masterpiece of ineptness, that Hughes withdrew sanction of the race, two weeks before the race and after a lot of dough had been invested. Nobody seems to know by what authority. No word from Lunken or Charles Donley, Activities Committee Chairman.

But Jim Kimberly evidently learned a lesson from Hawaii and decided to investigate. He sent Carkhuff to Salt Lake and in 15 minutes Stacey had the situation well in hand and another race and region was saved for dear old SCCA. Positively will never know what

Jim has done to and for them. Just think what 15 minutes would have done for Hawaii. Still no word from Lunken or Donley. Has Hughes taken over and is he now running the whole works?

**NO! NOT AGAIN?**

The law has arrived on the Rio Grande. The Rio Grande Region arranged themselves a nice quiet little club race at Socorro but somehow the word got out. Hughes appeared with the Red Book in his pocket. It was all strictly legal but some of the West Coast drivers don't read so well. They had never heard about that edict concerning recaps. Just a bunch of pore boys who race for free and get along purty good on resoles.

After Rod Carveth, Alex Budurin, Tracy Bird, Bumpy Bell and Bobby Donner had started to pack and head for home, some of the local wheels decided that it might be possible to run the race under a new club, a la Hawaii and Sea Fair. That broke the spell, the Red Book disappeared, the race proceeded and a great time was had by all.

**All except Kirt Kirchner.** The Kirchner-Hughes Special left the course 14 times in 5 laps and then quit. The Coast boys seemed very unhappy up to this point. Something like the deal that Bruce Kessler got from Fitch and Hansgen at Lime Rock. The boys also observed that the exhaust system on that Hughes Special is not exactly Kosher and did not come out of the Red Book.

**ANOTHER NATIONAL RACE HAS BLOWN**

There will be no race at SeaFair this year. Combined with the \$3500 bite (with last year's fee) for a national race and also some considerable dissension in the ranks, it seems that the Northwest boys have lost their enthusiasm. In fact, they have organized a new race club called the impossible name of the International Conference of Northwest Sports Car Clubs. Several races have been held at Abbotsford and Ellensburg with small fields of club drivers and they have made money.



—Lester Nehamkin  
**ERIC HAUSER** receives World Trade Week trophy from Starlet Donna Long after his two wins at Santa Barbara.

## FITCH SCORES AT THOMPSON

THOMPSON, Conn., May 26—A Briggs Cunningham D-Jaguar piloted by John Fitch won the SCCA New England Region's road race feature before 7,250 fans here today on the new 2-mile Thompson Raceway course.

Walt Hansgen, also in a Cunningham D-Jag, led for 10 laps only to bump into an out-of-control Austin-Healey driven by Dave Symmes. The Jag's air scoops were bashed in.

First Race (Overall and Class G)—1, John Clapp (Alfa Romeo Veloce); 2, Allen Markelson (Alfa Romeo Veloce); 3, Tom Kerr (Alfa Romeo Veloce). MG Class—1, Charles Calanan (TC).

Second Race (Overall and Class F)—1, Bob Holvert (Porsche RS); 2, Briggs Cunningham (Porsche RS); 3, George Spelvin (Maserati 150S). Class H—1, Fred Turschman, Class G—1, Charles Rutan.

Third Race (Class F Production)—1, Bill Welsh (Porsche 1500 Super); 2, Duel Kinne (Porsche 1600); 3, Dick Lerner (Porsche 1600).

Fourth Race (Overall and Class D Production)—1, Gil Geitner (Austin Healey 100M); 2, Frank Adams (Frazer Nash); 3, Keene Annis (AC Bristol), Class E Production—1, Adams.

Fifth Race—(Overall and Unrestricted Class)—1, Bob Bucher (Cadillac Allard); 2, Lex Dupont (Cooper); 3, Jack Crusoe (Jaguar XK140MC). Class C Production—1, Crusoe.

Sixth Race—(Overall and Class C Sports)—1, John Fitch (Jaguar D); 2, Harry Carter (Jaguar D); 3, Bruce Kessler (Ferrari Testa Rossa). Class E—1, Kessler, Class D—1, Joseph Giubardo (Maserati 300S).

## VIGNETTES BY VIGNOLLE

(Continued from Page 3)

claims not to have accepted any scratch.

At this same northern meeting, Miles then provided the biggest of all laughs, coming up with the height of understatement by an open declaration that he, along with drivers like Richie Ginther and Carroll Shelby, could be considered a SEMI-PRO. He said it was indeed a fine line between pro and "amateur."

I defy anyone to tell me that Miles is anything but an out-and-out professional. He is paid by John von Neumann to drive for him. Nothing else! On the surface he is Sam Weill's stooge, but check with Weill (or von Neumann, for that matter) to see if Miles earns his keep by any way other than racing that Porsche.

All of this from the guy who recently competed in a pro race in Mexico and who, some time back, was enmeshed in plans to stage a pro race from Ensenada to Mexicali (this idea is not completely dead, by the way).

**Miles Not Exactly a Popular Character**

Well, dearhearts, that's the story, except that Lester (Silent Smith, Nehamkin has a hunch the Cal Club Pharaohs have met (or are going to) with some of the Fort Ord brass, and that he warned us not to bet any dough that the CSCC wouldn't stage that Fort Ord race Nov. 9-10. Maybe because of his strong link with the Pentagon he knows something. (Lester generally knows EVERYTHING.)

But it is our solid belief that everything to the contrary notwithstanding, the Northerners, as a whole, strongly resent the CSCC's invasion of their territory, to say nothing of their muscling-in tactics, cute as they are.

Furthermore, the band has never struck up "For He's a Jolly Good Fellow" whenever the Northerners' olfactory sense has told them Limey Miles was around!

## Salt Lake Race Charts

(Continued from Page 6)

Race 10—Senior Drivers. Classes B, C, D and E Production and Modified.

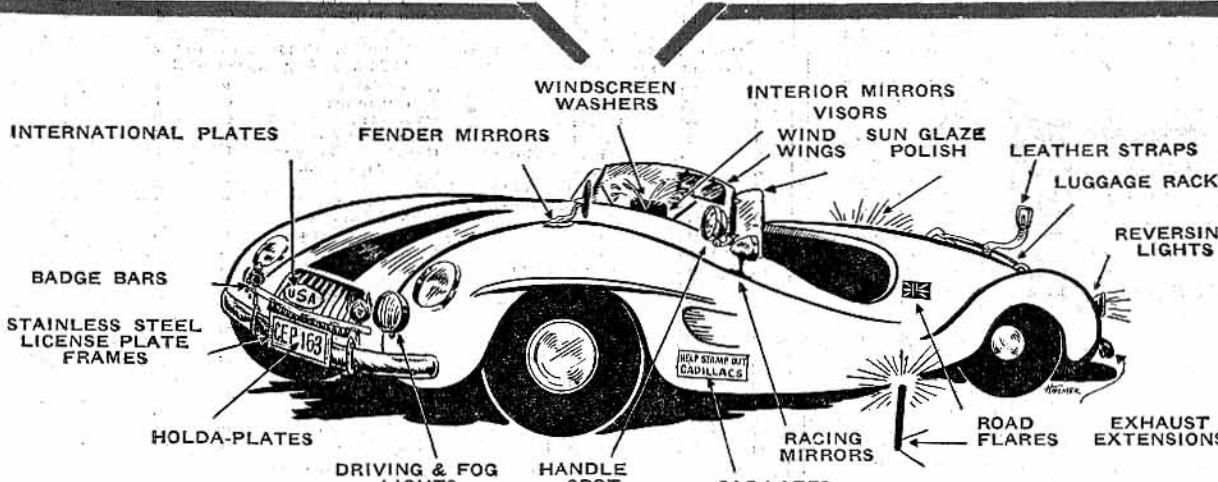
30 Laps. 1 hr., 1 min. 29.06 sec. Avg. speed 67.55.
1 11 Ferrari 2.5 J. Von Neumann D 1
2 44 Hagermann Sup. Spt. John Barneson B 1 :31
3 55 Porsche Spyder Sam Weiss F 1 :48
4 117 Brennan Beast Merle Brennan C 1 :30
5 54 Aston Martin Rod Carveth D 2 :31.5
6 46 Lotus Jimmy Hughes G 1 :31.15
7 63 Austin Healey 100S W. B. Pringle D 2 :29
8 171 Ace Bristol Jim Orr E 1 :32.00
9 4 Mercedes 300SL Dr. Robert Paul C 1 :32.12
10 155 TR-3 Gordon Rundblad E 2 :32.13
11 10 Mercedes 300SL Lek Von Kaesborg C 2 :41.28
12 18 Corvette Robert Knapp B 1 :51.39
13 25 Jag XK140MC Wm. A. Smith C 3 :61.54
14 13 Austin Healey 100M Robert Frahm D 1 :11.52
15 20 TR-3 F. De Metrovich E 3 :12.2.34
16 141 Mercedes 300SL Deno Viehas C 4 DNF

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## Winning Rallye Techniques

By Gail Ann Holden  
1956 SCCSCC CHAMPION NAVIGATOR

### RALLYE DE ORO FOR A TRULY WORTHY CAUSE

MANY REQUESTS have been made that a news coverage of current navigational rallies be incorporated in this column. The desire has also been expressed for a continuation of the rallye tips and procedures. In the future this column will carry information of both types, and questions on any subject pertaining to navigational rallies will be welcomed.

"We drive that they may walk" . . . This slogan highlights a concerted effort by many Southern California sports car clubs to make Rallye De Oro III, scheduled for July 21, a memorable event.

Staged for the benefit of the Muscular Dystrophy Association of America, Inc., De Oro is a SCCSCC sanctioned "open event" and will be run in strict accordance with the 1957 Council Rallye Code.

#### MANY CLUBS COOPERATING

As of this writing, more than 20 clubs in this region have expressed willingness to participate by making this year's De Oro their club event for July. Those clubs which have already planned events for that month are asked to notify their membership of De Oro and to extend an invitation to join in the event, as trophies will be awarded to the best finisher from all participating clubs. Any club not yet contacted can receive full information concerning Rallye De Oro III by contacting Bob Piercy at AX 1-9373.

Rallye De Oro III will start and end at the Rose Bowl parking lot in Pasadena. First car out at 8:31 a.m. The event will run under six hours. Entry fee — \$5.00. No post entries will be accepted—please see your club events chairman for entry forms. He will have them soon. If you are not affiliated with an organized sports car club, please contact Piercy for your entry blank.

#### OVER 100 AWARDS

Trophies will be awarded the first 25 over-all finishers (driver and navigator). There will be team awards, as well as best-of-make for all popularly known sports cars. In addition, driver-navigator trophies will go to the best finishers from every sports car club represented by entrants in the rallye. Many special awards will be

## HOW THEY LED IN 500 CLASSIC

50 MILES  
1-P. Russo 6-Sachs  
2-Hanks 7-Bryan  
3-O'Connor 8-Linden  
4-Agabashian 9-Boyd  
5-Bettenhausen 10-Thomson

Russo average speed 139.749 m.p.h.

100 MILES  
1-Hanks 6-Sachs  
2-P. Russo 7-O'Connor  
3-Bryan 8-Bettenhausen  
4-Agabashian 9-Boyd  
5-Linden 10-Thomson

Hanks average speed: 140.023 m.p.h. (record).

200 MILES  
1-Hanks 6-Boyd  
2-P. Russo 7-Linden  
3-Rathmann 8-Teague  
4-Agabashian 9-Thomson  
5-Bryan 10-Veith

Hanks average speed: 135.740 m.p.h. (record).

300 MILES  
1-J. Rathmann 6-Bryan  
2-Hanks 7-Teague  
3-Reece 8-Veith  
4-Linden 9-Boyd  
5-P. Russo 10-Hartley

Rathmann's average speed: 134.355 m.p.h. (record).

400 MILES  
1-Hanks 6-Bryan  
2-J. Rathmann 7-Boyd  
3-Reece 8-Veith  
4-P. Russo 9-O'Connor  
5-Linden 10-O'Connor

Hanks average speed: 134.869 m.p.h. (record).

450 MILES  
1-Hanks 6-Linden  
2-J. Rathmann 7-Boyd  
3-Bryan 8-Teague  
4-Reece 9-O'Connor  
5-P. Russo 10-Veith

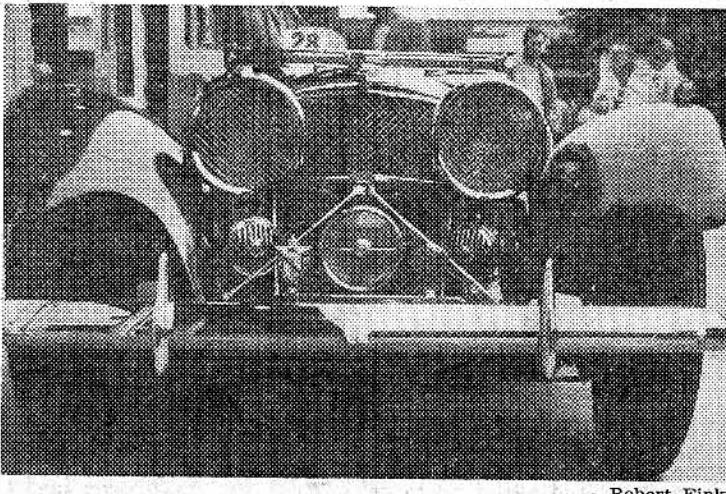
Hanks average speed: 135.366 m.p.h. (record).

presented, too. All told, more than 100 trophies are up for grabs. (Dash plaques for each car entered, of course.)

**MUSCULAR DYSTROPHY**, a dread disease affecting more than 200,000 Americans (over half of them young children), cannot as yet be cured. Funds are desperately needed to further research projects and bring the day closer when this disease, now 100% fatal, can be brought under control.

#### YOUR CONTRIBUTION

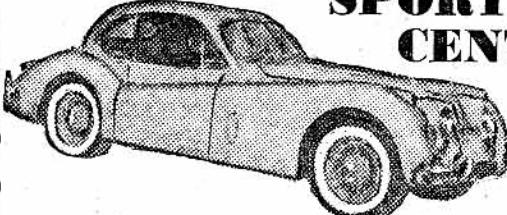
No money over and above the regular entry fee will be solicited. Generous trophy contributions will allow the entire proceeds from the rallye to be turned over to Muscular Dystrophy. You can do your part by showing up for what promises to be the largest single navigational sports car rallye ever held in this country.



— Robert Fink  
**BEST-OF-SHOW** winner at concours sponsored by Le Cercle Concours d'Elegance last week at Devonshire Downs was this SS100 Jaguar, owned by Serge Krizman.

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## Sports CARnival Big Success!

It is expected that more than \$8000 was netted in the first annual International Sports CARnival staged June 2 at Devonshire Downs in San Fernando Valley, officials reported.

The money will be applied toward the construction of the Valley Presbyterian Hospital at Sepulveda and Vanowen Blvds., a modern 300-bed medical and research center.

Many civic, social and entertainment notables attended the press preview sponsored by Jackson Leighter of Schenley's Distilleries.

Despite 100-degree heat, some 15,000 fans attended the event. Featured attractions included quarter-midget races, a concours d'elegance, gymkhana, fashion shows and other events.

#### DEVONSHIRE DOWNS CONCOURS SPORTS CARNIVAL

Le Cercle Concours d'Elegance, June 2, 1957.

CLASS IA-1 — Classic MG's and Jaguars. 1. SS100 Jaguar, 1937 — Serge Krizman; 2. MG-TC, 1948 — Ralph Carter; 3. MG-TC, 1949 — Jack Carr.

CLASS IA-2 — Roadsters to 1955. 1. Jaguar XK 120M, 1953 — W. E. Larned; 2. MG-TD, 1952 — Bob Ray Woods; 3. Jaguar XK 120, 1951 — Sam Anslyn.

CLASS IA-3 — Roadsters of most recent model. 1. Alfa Romeo Giulietta, 1957 — Beverly & Leonard Clow; 2. Jaguar XK 140, 1955 — Art & Jean Wilson; 3. MG A, 1957 — Win Smith.

CLASS MDH — Modern drophead

convertibles. 1. Mercedes-Benz 300S, 1953 — Jerry Shane; 2. Jaguar XK 140M, 1956 — Bob Laviollette; 3. Alvis, 1953 — Alberto & Moya Morin.

CLASS GTC — Grand touring coupes. 1. A. C. Aceca, 1956 — Harvey Thompson; 2. Mercedes-Benz 300SL, 1956 — Donald Novack; 3. Aston Martin, 1956 — Ray Rydell.

CLASS IIB — Two door sedans. 1. Volkswagen sunroof, 1954 — Robert Montgomery; 2. Volkswagen, 1957 — Bob Lehman; 3. Lincoln Sport Coupe, 1952 — Ina Mae Overman.

CLASS CD — Classic drophead convertibles. 1. Mercedes-Benz 500K, 1937 — M. L. Bud Cohn; 2. Delage, 1938 — Otto Zipper; 3. Delage, 1938 — Thel Simonson.

CLASS Sp O — Special interest open cars. 1. Ford Roadster, 1931 — John Wedberg; 2. Ford Sport Cpe., 1930 — Claude Grow; 3. Packard Touring, 1928

— Tommy Wolfe.

CLASS SF — Sedans and formal cars. 1. Jaguar Mark VIII, 1955 — Louis Naldorf; 2. Rolls Royce Phantom II, 1934 — J. B. Nethercutt; 3. Austin (London taxi cab) 1938 — Wendell & Helen Williams.

CLASS IV — Competition. 1. Jaguar Type C, 1953 — Carlyle Blackwell, Jr.; 2. Porsche 1600, 1956 — Betty & Ogden Shutes; 3. Nichols Panhard IV A, 1956 — Dr. Douglas Snow.

Best in show award: SS100 Jaguar — Serge Krizman. Cleanest car award: XK 140M Jaguar — Bob Laviollette.

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1956 PORSCHE SPYDER, as new, only 610 miles. Net yet really broken in. Engine No. P-9091. \$5500. W. R. Turner, 901 No. La Brea, Inglewood, OR. 8-4223.

'57 CORVETTE. Big engine, standard transmission, hard top. Few miles. \$3250—trade or terms. Bob Mandel, RY. 1-6359.

VELOCIA 4.9 COMPETITION RACE CAR. Tube frame, torsion-bar suspension, Merc. engine, extra tires, ready to race. An inexpensive way to start racing. Call or see and make offer. Osborne 5-0343 days, Atlantic 6-5191 eves. and weekends.

FLAME-PROOF CHEMICALS. One ppg. sufficient for one gallon flame-retarding solution. Carries State Fire Marshal's Seal. \$1.50 plus tax. Jack McAfee, 13323 Ventura Blvd., Sherman Oaks, Calif.

1955 JAGUAR MK. VII SEDAN B-W automatic trans. Radio, htr., WW, dove grey, navy blue leather interior. Steel sun roof. Lo-mi. 1-owner car. \$2,195. Morgensen Motors, 1402 N. Central, Phoenix, Ariz. AL. 4-2169.

MG-TD 1952, 1500 cc, concours condition. Cream with red leather interior. Suitable for city traffic or starting line. Very fast. Excellent condition. In daily use around Los Angeles. Priced to sell. Wayne Thoms, 11965 Montana Ave. Apt. 18, GRanite 7-6212

MG 1250 cc block. Oil pump, air cleaner and misc. parts. Best offer takes. Call O.W. 7-0181 (Whittier.)

BUGATTI — Type 35C. Similar to cover of April '57 Sports Car Illustrated. MG engine now installed. Type 37 1/2 liter Grand Prix engine completely rebuilt with factory parts included. Needs only valve adjustment pads. Body and chassis in mint condition. \$1800. firm. Doug Elzinga (Performance Cars), 644 Lovett St., S. E., Grand Rapids, Michigan.

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FRAZER-NASH MARK I or II. Must sell one of them. Contact Jim Firestone, Parkview 8-7461, 154 E. Floral Dr., Monterey Park, Calif.

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### Are You Going to Europe?

## More Racing Tips By Scribe

**Editor's Note**—This is the 9th and last article of a series.

By HENRY N. MANNEY III

Motoracing Staff Correspondent

CANNES, France, June 12—In the 1500 class, the only car that I would contemplate racing in Europe would be a Porsche Spyder in spite of the fact that they aren't quick enough a n y more to win from the factory cars. They seem to run a long time without much attention provided you don't d o anything Henry N. Manney stupid and you will get lots of help from the factory.

The private 1500 Maseratis are not fast enough and seem brittle. The Cooper and Lotus were discussed in the last article. The non-factory Oscas are very rapid indeed but don't seem to keep going. But the works ones—wow!

All the 1500 works cars are real screamers and all sorts of promising beginners like Moss, Behra, Taruffi, Salvadori and others are to be found driving them at times. One more word—bring your Porsche Spyder from home; they are both scarce and expensive here.

Up to two liters gives you a pretty good spread, but you are in sort of a "shadow" class. I suppose the best deal would be a Ferrari Mondial or Testa Rossa, especially if you can find a used one in good shape.

#### SAME DEAL THERE

This may be hard, as sellers of used competition equipment are not any more honest over here than at home. Be very careful, new or used, if you buy from the Ferrari factory. They are so busy racing that sometimes parts and cars tend to get mixed up. On the other hand, Maserati has a good record of selling to private owners and a nice six-holer makes a lovely noise—they are pretty, too, and go very well if you get the D.O. model.

There are quite a few around and you may be able to pick up

a clean one. Maserati is now bringing out a four-banger but they might not be available yet.

Don't buy a Gordini as even Gordini can't get parts.

Now some of the English equipment seems to do very well at home, but sorta fades out over here—however, if you are out for kicks, try it. You are not gonna win any races anyway unless you drive for one of the factories.

Over two liters you should be good. You can buy used D-Jags, Aston Martins, Ferraris and Maseratis, which will (according to the seller) win you Le Mans and Mille Miglia without changing the plugs. And so they will if you are S. Moss. I suppose you know by this time that Ferrari will sell any of his cars for money, providing he has got something quicker in the garage. You still have to drive it and maintain it.

#### BUY TOW CAR

Now remember that you can drive all this comp equipment to the races (except in England, where they want you to do 30mph in any district with lamp posts), but it is neither comfortable nor advisable. Buy yourself a good American tow car or adapt a truck or bus, like the Limeys do. Be sure that you can lock everything into or onto the outfit.

I have not gone into full race cars because they ordinarily take more loot, both in upkeep and original cost, than sports cars. However, if you feel the urge, you can get new or used ones from Maserati or perhaps

one of the English companies like Connaught.

Of course, cars are offered for sale in the motoring magazines but for the same reasons that competition equipment is usually offered—to slow or worn out. There will be some races for Formula II cars (1500cc single-seaters running on gas) and you can either buy one from Cooper or Lotus or build on yourself. Then if you plan to race solely in England you can go the 500cc route, but the competition is rough. In all these cases, though, your entry has a better chance of being accepted because you are American. Don't forget, though, this is the big league.

#### PLENTY OF \$\$

Lots of you guys have heard that they pay money for racing over here—so they do; starting money, prize money, endorsement money, appearance money—the better you are the more you get. I have never heard of anybody not backed by the factory and driving his own car even coming close to breaking even. If you have a rich sponsor, fine. Better if you drive for a factory. But it will still cost you.

For information on getting hold of used Italian equipment you probably can't do better than get hold of Pino Lella, who is teaching skiing at June Lake—he has a variety of pipe lines that will save you lots of time and dough. Or write me about getting practically anything—I may not be able to do it but I will tell you why with no runaround.

ANY QUESTIONS?

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## • European Scene

By W. Robert Nitske

### POWER — THE BIG CARS — BACK FOR LE MANS RACE

THE 24-HOUR Le Mans Endurance Race, scheduled June 22 and 23, will again be a championship event this year.

Several changes have been made in the rules to restore this important test to the calendar of the FIA.

The displacement limit of 2.5 liters for prototype engines has been lifted. Since there will then be no limitation on any of the engines, the large Ferrari and Maserati sports-racing cars will compete again.

In fact, nearly twice the number of cars have already been entered for the field limited to 52 participants. Cars of the works teams of Maserati, Ferrari, Osca, Aston Martin, Porsche, Talbot, Lotus, Gordini, and Stanguellini have been announced to take part.

The superb V-8 4.5 Maserati, victorious at Sebring, and the V-12 3.5 Ferrari are entered.

Although American entries were expected, it now seems certain the Corvettes will not be sent, and it is understood Cunningham will not have his cars there, either. And the two Thunderbirds probably will not get there. That would then cancel the entire expected American entries which might save a lot of embarrassment.

#### CHANGES LISTED

Other changes in the Le Mans regulations stipulate that repair parts and necessary tools for repairs need not be carried in the competition vehicle any more, as previously; they can be left at the pits. Complete replacements, such as swarf gear boxes, and rear axles in their entirety, are naturally prohibited.

Refueling can be done after first completing 30 instead of 34 laps of the 8.38-mile (13.492 kilometers) course. And there is no limit to the fuel consump-

tion of the machines. The 120-liter limit per stop has also been repealed.

All drivers must be relieved after completing 36 laps. Previously one driver could make 72 circuits.

#### DURABLE WINDSHIELDS

A new rule insists on a windshield which is serviceable for the duration of the race. Many of the plastic windshields were of no use whatever after a few hours of activity last year.

The Index of Performance calculation formula has not been changed. Apparently the commission has found it an impossible task to revise this often controversial problem to the satisfaction of all participants.

To keep up with the changing times, the sponsors have created a class for turbine-powered vehicles. These cars must complete a minimum of 3,600 kilometers (2,236 miles) during the 24-hour period, or an average of 93.15 mph for the event.

Considering the average times of the winning cars in previous Le Mans Grand Prix d'Endurance events, that should not be too difficult to maintain, if these turbine cars can travel at any speed at all. The 1956 average made by the Flockhart-Sanderson driven Jaguar was 104.403 mph and the 1955 average of the Hawthorn-Bueb car was 106.99 mph.

#### 181.467 MPH

Record top speed of 181.467 mph on the Mulsanne straight was set by the Mercedes-Benz 300SLR in 1955.

Thirty-two years before that, a French car, the Chenard et Walcker, driven by the team of Lagache and Leonard, covered a distance of 1,372.939 miles at an average of 57.205 mph to win the first of these famous 24-hour races.

## LOTUS RACE HIT AT SALT LAKE

(Continued from Page 1)  
for three days and was admitted into the hospital immediately after the race. He was a pale, sick boy when Starter John Luce gave him a most welcome checkered flag.

**HUGHES SENSATIONAL**  
Hughes, in his Lotus Mark II, was the sensation of the afternoon. He piloted the little class G speedster into a first and second overall and three firsts in class G. The boy is about ready for the boss to get him that SS Jag.

One of the best duels of the day was put on by Merle Brennan in his flat-head Merc Special, The Beast, and Rod Carveth, in the Aston Martin DB3S. They stayed together for the entire race and exchanged positions several times before Merle finally pulled ahead and took the checkered for a 2nd in class B. This misnamed monster should be called The Yellow Peril, and is a creation of Harry Banta and the Reno Racing Team. Carveth was right behind with a second in class D; Johnny von sewed up the top spot in

that class.

In the small bore main event, Weiss was followed by a flock of Lotuses piloted by Hughes, Paul Nau, Portland, and Skip Conklin. Class F Prod. was taken by Ralph Bowyer, a Salt Lake boy with a going Porsche Speedster with the new Eiffel-type roll bar. Bowyer also took first overall in the class F prod. fifth race when he headed Jim Parkinson's MGA to the wire.

#### AWARD TO PRINGLE

Bill Pringle, the old-time Sim-

(Continued on Page 11, Col. 3)

## STUDIO SCC NEWS

By JAGUAR JANE

The May 25 SOLVANG FUN RALLYE, a combined Paramount-20th Fox SCC event, turned out to be a beautiful "Tourette," as they say on TV. "JESTER JACK" TITUS & BERNECE ALVIDA & BOB LANE; GORDON WORTHINGTON; "PHIL FOX" SHULER & RONNIE tried to give us a break with a non-navigational tour-type event—with speedometers covered we had to "estimate" a 40 mph average, but you'll recognize the names of the lucky winners who're nearly always among Paramount's top 3:

1st — STEVE SECCOMBE; 2nd — LILLIAN & LUIGI LURASCHI; 3rd — LILLIAN & DICK LOVE.

20th-Fox winners were 1st—DOTTY & LEO KOELHMAINEN; 2nd—MARY LOU & FRED LUTZ; 3rd—DELL & GENE MCGIVNEY.

1st Para. guest—PETE COLBERT & SUE KAHN (of U.I.); 1st Fox guest—HARRY & MRS FAIRBANKS (M.G.M.)

The Santa Barbara Road Races saw 2 Para. SCSCC entries Austin Healey No. 274, John "JEAN PIERRE" HATHORN (we got KUNSTLE'S permission for the nickname), was 3rd in D-Class at Santa Barbara and 1st in D-Class at Willow Springs. Here's AL WAHRMAN'S photo of John with his trophies. Incidentally, Al was awarded a trophy by PSCSCC for his great job as club photographer, a golden sportscar mounted over an engraved plaque, with ornamentation of real flash bulbs.

Our other race entry (MG-A) was none other than HARRY "HOGAN" HO-

GAN, Ass't to CORNEL WILDE on "THE DEVIL'S HAIRPIN." Harry sez he entered "just for the ride" but soon

found out that this is a sport that can really get in your blood—and pocketbook too! His MG-A was probably the only real stock car in the race, almost right-off-the-showroom floor. P.S. Now that her MG-A is painted SHELBY Ferrari-Red, BLANCHE BAKER, Para. Secy., is looking for nail polish the exact shade of a certain red 2.9 Alfa No. 2 that raced at Pebble Beach in 1951 ??

PSCSCC is proud of V.P. P. GENE MERWIN who won 1st Porsche in FCCA SFV Frugality Run (46mpg on his "Speedy"), JOHN & "LUCEY-HEALEY - HILLMAN" MARSHALK, who just acquired a Minx in addition to their A.H. said they "also ran" beating only a Corvette that used 8 gallons! JOHN MARSHALK has invented a calculator that is the greatest Figure-Outer yet—and we hope to get him to hold "navigating classes". For info. on the MARSHALK CALCULATOR, call "LUCEY-HEALEY" HO-2411, Exe. 675.

"ILSE PORSCHE" & BILL NEWMAN reported they were happy to see JUNE & GUS VIGNOLLE on the P.O.C. Ensenada Run. "Ilse" sez she just can't get the ironing done any more to much sports car activity.

In spite of the many enthusiastic members, there are still a few hold-outs, namely, ED "Studebaker" SCHELLHORN; DOROTHY "Ford" MURPHY; GLENNA "Dodge" MUNNEKE, and BILL "DeSoto" HOWARD. These 4 plan the rallye to end 'em all, a real "Help Stamp Out Sports Cars" event, to be called "THE FLIT GUN RALLYE." They're fighting over who's to be Rallymaster, and the one with the most gruesome suggestions for wiping out the club is it. They won't say where we're going, or when or even if we're coming back!

PHIL FOX" & RONNIE SHULER, new 20th-Fox SCC Pres., thought you might like a glimpse of their foxy new emblem. Their "DRAW ONE RALLYE" on June 8 was a huge success. Rallye-master BOB WINCHURCH & Ass't DICK WILLIAMS promise to have the results



JOHN HATHORN

## Wild Texan Crashes Colorado Race; Jailed!

LA JUNTA, COLO., May 26.—The 550s ate up everything but the sandwiches at the La Junta Races, sponsored jointly by the local Elks Club and SCCA, Colo. Region.

Every race was jammed with action. Although the sedan race had only 6 entrants, it was such a ding-dong affair that a tipsy Texan in a Renault Dauphine joined the fray, from nobody knows where, and had to be black-flagged, red-flagged, and jailed on traffic charges to quell his enthusiasm!

Bob Donner, fresh from victories at Coffeyville, Kan., the Sunday before, showed the way in no uncertain fashion to all the other well-tuned 550s in the

second race. He even nipped at Kurt Kircher in the Charlie Hughes-Kircher Mercedes Special (280 h.p. at 7600 r.p.m.) until the Special did a tail-waggle and spun on entering the high-speed chicane. The Special is loaded with dynamite-like power and looks. It won both a 1st overall in the concours and also the big-bore race, after a hair-raising battle with Lyle Balchuck's Thunderbird-engined Ford Special.—LUCILE KEY.

Ladies Race—6 laps; 16 min. 1 sec.—Patsy Randle, Porsche 1600 S.

Classes F, G, H—Modified and Production—8 laps; 17 min. 59.3 sec.—Bob Donner, Porsche 550, 1st-F.Mod.; John Koperski, Porsche 1600-S, 1st-F. Prod.; Keith MacMillan, Alfa Giulietta, 1st-G Prod.; Jack Miller, Devin Panhard, 1st-H Mod.; Bob Parker, Fiat TV (Mod.), 1st-G Mod; Bill Randle, Renault Dauphine, 1st-H Prod.

Classes B, C, D, E—Modified and Production—8 laps; 17 min. 8.2 sec.—Kurt Kircher, Hughes-Kircher Spl. 1st-D Mod.; Ralph Heath, Jag XK 120 M 1st-Prod.; Dr. Bob Knapp, Corvette F.I. 1st-Prod.; John Kingham, A-H 100 S, 1st-D Prod.; Bill Zarienga, TR-3, 1st-E Prod.

Special Sedan Race for VW, Renaults, Fiats—Mod. and Prod., no superchargers, 6 laps—17 min. 52.2 sec.—Bob Parker, Fiat TV, 1st-G Mod.; Jere Mosiman, VW-KG, 1st-G Prod.; Bill Randle, Renault Dauphine, 1st-H Prod.

STUDIO CALENDAR FOR JUNE:  
STUDIO CALENDAR FOR JUNE:  
(Guests welcome) For those of you who aren't going to Paramount Ranch Races both days, here's UNIVERSAL'S Rallye announcement for SAT., June 15: THELMA EHLERS & BILL DORNISCH present the "SANS SOUCI RALLYE XXI"; PLACE: Sunland Park. . . Drivers meeting 8:30 A.M., bring map of L.A. & vicinity. Awards for drivers, navigators & teams. Lunch is picnic buffet style on a very beautiful patio under large oaks; a cocktail room available. Lunch for both driver and navigator included with entry fee of \$4 per car, till June 7. Post entry fee: 5.50 per car.

For info. call KARLA CONNELLY, ST. 7-1211, Optical Dept. NEXT PARAMOUNT event: "HAPPY HARRY" HOGAN'S HARE & HOUND RALLYE (temporary-working-title), to be June 29. For info call HARRY HOGAN, HO 9-2411, ext 202. Guests welcome, \$1.50 car. See you all in the movies!

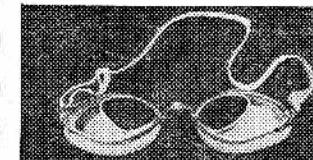
Yours truly,  
JAGUAR JANE MOORE

ALL Prod. Cars, Excluding Race 4 Entrants—10 laps; 24 min. 33.2 sec.—Jay Hoke, A-H 100-S, 1st-D Prod.; John Brophy, Porsche 1600-S, 1st-F Prod.; Bob Weaver, Jag XK-140 MC, 1st-C Prod.; Seymour Laff, Corvette, 1st-B Prod.; Keith MacMillan, Alfa Giulietta, 1st-G Prod.; J. C. DeMetrich, TR-3, 1st-E Prod.

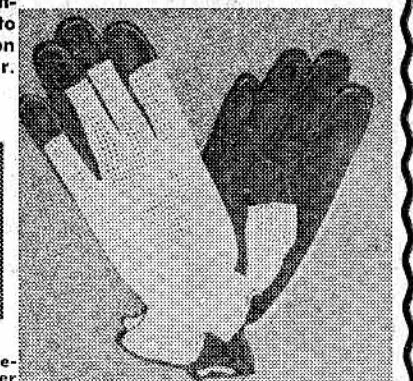
Classes G, H—Modified and Production—10 laps; 28 in. 1 sec. (yellow flag out for 5 laps)—Keith MacMillan, Alfa Giulietta, 1st-G Prod.; Jim Eichorn, VW (Okrasa) 1st-G Mod.; Bill Randle, Renault Dauphine, 1st-H Mod.

Classes B, C, D, E—Modified and Prod.—15 laps; 31 min. 23 sec.—Bob Donner, 550 Porsche, 1st-F Mod.; Kurt Kircher, Hughes-Kircher Spl. 1st-D Mod.; Bill Randle, Porsche 1600-S, 1st-F Prod.; Ralph Heath, Jag XK-120 M, 1st-C Prod.

Yes MG MITTEN has been race headquarters for the top sports car drivers in the country for many years. We have had the pleasure of doing business with most all of the Hot Dogs but, as one of the oldest exclusive accessory establishments in the business, we have also learned that you don't have to be a big wheel to recognize quality and value. We invite you weekend warriors to come out and take a check on our grommets for driver and car.

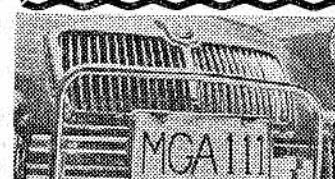


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## PORSCHE DOMINATE RALLYE

(Continued from Page 1)  
roads on the course were narrow and there were some stretches of rough dirt road.

There were two accidents. They did not occur on the rallye course and neither was caused by the average speeds the contestants were required to maintain, as in both cases the given speeds were perfectly safe for the roads involved.

An MG missed a turn instruction, and in trying to make up lost time went into a turn too fast and turned over, causing a serious neck injury to the navigator, R. J. Shanahan, Northrop SCC. He is reported out of danger, although still in the Lompoc Community Hospital.

On Sunday, on a back road near Taft, a 190SL got off course and, according to reports, was trying to make up time and came out of a side road and collided with a TR3. Charlotte Nesbit, Santa Monica FCCA, sustained a severe knee injury, and Navigator Al Nesbit's arm was injured by a toggle switch.

It was reported neither had safety belts on, whereas occupants of the 190SL, who had belts, were uninjured. In this case the given average speed of 35mph was perfectly safe and neither the event nor the rallye chairman can be blamed for the accident. Experienced rallyists

pointed out contestants should be made aware it is not possible to make up any great amount of lost time safely. All average speeds were within safe and legal speed limits and were not beyond the legal limits as erroneously reported in some of the press.

A letter to the SCCSCC Rallye Committee has been written by one contestant who drove a powerful American sedan, protesting the 55mph contestants were required to maintain on the freeway from Ventura to Woodland Hills. This contestant, who missed turns on three legs of the event and accumulated an hour or so error, is asking the event be declared "no contest" because of the 55mph speed! This same "enthusiast" confided to friends he was doing better than 100mph trying to make up time after turning up the wrong road, when if he had followed instructions he would have been traveling at 35mph!

The rallye route led through Santa Barbara, Solvang, Santa Maria, San Luis Obispo, Paso Robles, then over the mountains on a dirt road to Hwy 1 and north to Carmel. The route back on Sunday led through Coalinga, Taft, and down Hwy 399 to Ventura and over Hwy 101 to Woodland Hills.

Pos.	Driver	Navigator	Car	Error
1	Walt Glassett	Don Morrow	Porsche	1:29
2	Frank Fleming	Nick Marechal	Porsche	1:39
3	Bill Hedy	Mo Hedy	Mercury	1:41
4	Dick Pieper	C. Schumann	AH	1:51
5	K. J. Sharp	George Taylor	Porsche	2:36
6	Barbara Meredith	Chuck Meredith	AH	2:45
7	Walt Harper	Betty Harper	Porsche	2:51
8	Tom Higgins	Larry Ford	Rapier	3:00
9	Sharon Martin	Don Martin	TR2	3:17
10	Duane Sparks	Jerry Sparks	T-Bird	3:32

The Douglas Sports Car Club won the team award with a total error of 11' 03" for the three cars.

Championship rallye standings based on the Don Diego, 24 Hour Rallye and the Great Western Championship are listed below and do not include the Spring Rallye, which the Council is apparently declaring "no contest" due to rallye code violations.

Position	Drivers	Point
1	Walt Glassett	68
2	Frank Fleming	54
3	Bill Hanna	45

HEADQUARTERS FOR RALLYE EQUIPMENT	
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## SALT LAKE RACES

(Continued from Page 10)

ca jockey, was awarded the Sportsmanship trophy and won a third in class D. Bill's 100S Healey was entered as a production car but later this type was judged modified. With no roll bar it looked as if he had the long ride from L.A. for the night air, but Bill took off for town and was soon back with a few feet of gas pipe rigged up to carry his dry cleaning.

The Salt Lake boys are noted for several firsts; the 5-lap Shakedown race was their idea but now they have put showmanship into road racing. This is unheard of in most regions but they planned a good one for the natives. When the ladies' race was cancelled, Chairman Len Pierotti took one look at the flock of Lotus clattering up the pits and scheduled a five-lap special race.

Then the Lotus pilots got their heads together and put on a real show. For 4 laps they stayed in a bunch and the lead changed at every turn.

### REAL RACING

At the drop of the blue flag, they came across in a herd and then it was every man for himself. Then you saw some real racing. Hughes took this little clambake, with Nau and Conklin taking the place and show. The cash customers will never know that they saw a first in road racing. In fact, no one did, except a few Lotus pilots who wanted to give the cash customers a good show and a run for their money. History is made at Salt Lake. With fear and trepidation, we look forward to the next issue of the SCCA Bible, the Red Book.

The weekend of racing was a great success both artistically and financially and R. E. Paul Schettler, Race Chairman Pierotti and all the Salt Lake gang deserve a lot of credit for a successful race against many handicaps.

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## Car Voluntarily Withdrawn

(Continued from Page 1)

sen's volatile Offy Special.

Corrected results found Ritchie Seifried, Merc-Kurtis, 2nd, followed by Jack Allen, MG-A; Eugene Scholl, MG-A, and Ned Yarter, a fast-moving customer in a Corvette, who earlier won a production race and whose wife, "Doc" Hildreth Hoppe, deserting the "amateur" ranks, won the damsels' whirl in the same car.

### WITHDRAW CAR

Triple-R announced that Krause did not qualify his car for the main, failing to go in a heat race, and that the car did not use gasoline provided at the course which all cars were required to use. When these facts were brought to the attention of Bill and his father, Arnold, they voluntarily withdrew their car.

Actually, it would have been a sweet victory for young Krause, who started about 8 minutes after the 1st car took off—it was a handicap race—and took the lead on the 20th lap. Why the race did not go the scheduled distance remained a mystery.

And the D-Jag ran on 5 cylinders! Earlier in the day, a particle from the track blew up the front air duct to the back of the air scoop and into the last cylinder. It battered the piston, bent both valves and ruined the combustion chamber. Bill took the plug out, wiring it to the engine to ground it.

In the under-1500, Cantrell started dead last after being unable to start, yet won the 10-lapper from Rick Kislingbury, Porsche Spyder.

Triple-R members learned of

the death a few days before of their president, Tom Chapman. Board of directors will appoint a new proxy, who will head the group until a new one is elected in September.

Saturday, June 1

Race 1—Sedans, 6 laps—1, Donald Baker, Volvo.

Race 2—Under 1300 cc production, 15 laps—1, George Rountree, MGTG: 2, Ron Eakins, MGTD.

Race 3—Under 1600cc production, 15 laps—1, Rik Nervick, MGA; 2, Mike Holtby, MGA; 3, Carroll Stephens, Porsche.

Race 4—Under 2700cc production, 15 laps—1, C. W. Cornett, TR3.

Race 5—Over 2700cc production, 15 laps—1, Lloyd Porter, Corvette; 2, Bill Solomon, Jaguar XK120; 3, Bill Martin, Corvette.

Sunday, June 2

Race 1—Production Sedans, 6 laps—1, Jim Veilek, Jr., Simca; 2, Lew Smith, DKW; 3, Keith Lindsey, DKW.

Time: 20:46.

Race 2—Under 1300-cc production, 10 laps—1, Floyd Burt, MGTG: 2, Bob Fulton, MGTD; 3, Eddie Moerschbaecher, MGTD. Time: 20:46.

Under 1600-cc production, 10 laps—1, Johnny Peters, Porsche; 2, Bill Edwards, Porsche; 3, Jack Allen, MGA. Time: 20:41.

Race 3—Over 1600-cc production, 10 laps—1, Max Elbow, Austin-Healey; 2, Bill St. James, TR3; 3, Haywood Brown, TR3. Time: 18:42.

Race 4—Over 2700-cc Production, 10 laps—1, Ned Yarter, Corvette; 2, Leo Hutter, Corvette; 3, Bob Kudler, Jaguar XK140MC. Time: 18:22.

Race 5—Under 1500-cc modified, 10 laps—1, Bill Cantrell, Offy-Thuesen Spl; 2, Rick Kislingbury, Porsche Spyder; 3, Bob Norton, VW-Special. Time: 17:05.

Race 6—Over 1500-cc modified, 10 laps—1, Clem Proctor, Chevvy Spl; 2, Ritchie Seifried, Merc-Kurtis; 3, Elgin Holmes, Cad-Allard. Time: 17:02.20.

Women's Race—4 laps—1, Hildreth Hoppe, Corvette; 2, Kay Furcho, Jag; 3, Racine Belle, Ford-Kurtis. Time: 8:50.

Race 7—Handicap Consolation, 6 laps—1, Jon Van Rhyn, TR3; 2, John Witt, Corvette; 3, Gene School, MGA. Time: 12:03.50.

Race 8—Corrected results—Handicap Main, 27 laps, average speed 68.36 mph—1, Bill Cantrell, Offy-Thuesen Special; 2, Ritchie Seifried, Merc-Kurtis; 3, Jack Allen, MGA; 4, Eugene Scholl, MGA; 5, Ned Yarter, Corvette. Time: 54:50.

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